

applicable to such organization. Here, the Commission finds that the proposed rule change is consistent with the requirements of the Act, in particular the requirements of Section 17A of the Act,<sup>14</sup> and the rules and regulations thereunder applicable to DTC. Specifically, the Commission finds that the proposed rule change is consistent with Section 17A(b)(3)(F) of the Act,<sup>15</sup> which requires, among other things, that the rules of a registered clearing agency “are designed to promote the prompt and accurate clearance and settlement of securities transactions . . . , to assure the safeguarding of securities and funds which are in the custody or control of the clearing agency or for which it is responsible.”<sup>16</sup>

As described above, DTC intends to no longer account for the \$150 million paid by Participants for their Required Preferred Stock Investment as a liquidity resource, but as business capital only. Consequently, DTC is proposing this rule change in order to lower its Net Debit Cap for Aggregate Affiliated Families by the same amount so that the Aggregated Affiliated Family Net Debt Cap, and thus DTC’s liquidity exposure in the event of an Affiliated Family default, does not exceed the actual amount of liquidity resources available to DTC. As such, the Commission finds this proposed rule change consistent with Section 17A(b)(3)(F) of the Act.<sup>17</sup>

Section 19(b)(2)(C)(iii) of the Act<sup>18</sup> allows the Commission to approve a proposed rule change earlier than 30 days after the date of publication of the notice of the proposed rule change in the **Federal Register** where the Commission finds good cause for doing so and publishes its reason. Here, as discussed above, DTC has more precisely allocated the \$150 million in proceeds from the sale of its preferred stock solely for business capital purposes rather than for both business capital purposes and as a liquidity resource. Given that the financial stability of DTC and the safeguarding of securities in its custody or control or for which it is responsible is in the public interest, the Commission finds good cause for the accelerated approval of this proposed rule change under Section 19(b)(2)(C)(iii) of the Act<sup>19</sup> so that DTC can implement the proposed change to

reflect DTC’s reallocation of such proceeds, thus realigning the liquidity exposure presented to DTC by the failure of an Affiliated Family to meet its settlement obligations with the actual amount of liquidity resources available to DTC. If DTC were not able to make this proposed change immediately, the potential exists for DTC’s liquidity exposure to exceed its liquidity resources, which could undermine the stability of DTC and the safety of the securities it maintains.

## V. Conclusion

*It is therefore ordered*, pursuant to Section 19(b)(2) of the Act,<sup>20</sup> that the proposed rule change (SR-DTC-2014-01) be, and it hereby is, *approved* on an accelerated basis.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>21</sup>

**Kevin M. O’Neill**,

*Deputy Secretary.*

[FR Doc. 2014-03006 Filed 2-11-14; 8:45 am]

**BILLING CODE 8011-01-P**

## SECURITIES AND EXCHANGE COMMISSION

[File No. 500-1]

### Amogear Inc.; Order of Suspension of Trading

February 10, 2014.

It appears to the Securities and Exchange Commission that there is a lack of current and accurate information concerning the securities of Amogear Inc. (“Amogear”), quoted under the ticker symbol AMOG, because the company has recently been the subject of spam emails touting the company’s shares and because of potentially manipulative conduct in the trading of the company’s shares.

The Commission is of the opinion that the public interest and the protection of investors require a suspension of trading in the securities of the above-listed company.

*Therefore, it is ordered*, pursuant to Section 12(k) of the Securities Exchange Act of 1934, that trading in the securities of the above-listed company is suspended for the period from 8:30 a.m. EST on February 10, 2014 through 11:59 p.m. EST on February 24, 2014.

By the Commission.

**Elizabeth M. Murphy**,

*Secretary.*

[FR Doc. 2014-03146 Filed 2-10-14; 11:15 am]

**BILLING CODE 8011-01-P**

<sup>20</sup> 15 U.S.C. 78s(b)(2).

<sup>21</sup> 17 CFR 200.30-3(a)(12).

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2014-0011-N-02]

### Proposed Agency Information Collection Activities; Comment Request

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** The information collection requirements described below will be submitted to the Office of Management and Budget (“OMB”) for review, as required by the Paperwork Reduction Act (“PRA”). FRA is seeking public comments on its proposal to renew its PRA clearance to participate in the OMB program “Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery.” This program was created to facilitate federal agencies’ efforts to streamline the process to seek public feedback on service delivery. Current FRA clearance under this program expires July 31, 2014.

**DATES:** Comments must be received no later than April 14, 2014.

**ADDRESSES:** Submit written comments on any or all of the following proposed activities by mail to Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, “Comments on OMB control number 2130-0593.” Alternatively, comments may be transmitted via facsimile to (202) 493-6497, or via email to Ms. Toone at [Kim.Toone@dot.gov](mailto:Kim.Toone@dot.gov). Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

**FOR FURTHER INFORMATION CONTACT:** Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6132). (These telephone numbers are not toll-free.)

**SUPPLEMENTARY INFORMATION:** Executive Order 12862 (1993) (“Setting Customer Service Standards”) directed all Federal executive departments and agencies and

<sup>14</sup> 15 U.S.C. 78q-1. In approving this proposed rule change, the Commission has considered the proposed rule’s impact on efficiency, competition, and capital formation. 15 U.S.C. 78c(f).

<sup>15</sup> 15 U.S.C. 78q-1(b)(3)(F).

<sup>16</sup> *Id.*

<sup>17</sup> *Id.*

<sup>18</sup> 15 U.S.C. 78s(b)(2)(C)(iii).

<sup>19</sup> *Id.*

requested independent Federal agencies to provide service to “customers” that matches or exceeds the best service available in the private sector. *See also* Executive Order 13571 (2011) (“Streamlining Service Delivery and Improving Customer Service”). For purposes of these orders, “customer” means an individual who or entity that is directly served by a department or agency. FRA seeks renewed OMB approval of a generic clearance to collect qualitative feedback on our service delivery (i.e., the products and services that FRA creates to help consumers and businesses understand their rights and responsibilities, including Web sites, blogs, videos, print publications, and other content).

Below is a brief summary of the information collection activity that FRA will submit for clearance by OMB as required under the PRA:

*Title:* Generic Clearance for the Collection of qualitative Feedback on Agency Service Delivery OMB Control Number: 2130–0593.

*Status:* Regular Review.

*Type of Request:* Extension without change of a previously approved collection.

*Abstract:* This collection of information is necessary to enable the Agency to garner customer and stakeholder feedback in an efficient, timely manner, in accordance with our commitment to improving service delivery. The information collected from our customers and stakeholders will help ensure that users have an effective, efficient, and satisfying experience with the Agency’s programs. This feedback will provide insights into customer or stakeholder perceptions, experiences and expectations, provide an early warning of issues with service, or focus attention on areas where communication, training or changes in operations might improve delivery of products or services. These collections will allow for ongoing, collaborative and actionable communications between the Agency and its customers and stakeholders. It also allows feedback to contribute directly to the improvement of program management.

Improving agency programs requires ongoing assessment of service delivery, by which we mean systematic review of the operation of a program compared to a set of explicit or implicit standards, as a means of contributing to the continuous improvement of the program. The Agency will collect, analyze, and interpret information gathered through this generic clearance to identify strengths and weaknesses of current services and make improvements in service delivery based

on feedback. The solicitation of feedback will target areas such as: timeliness, appropriateness, accuracy of information, courtesy, efficiency of service delivery, and resolution of issues with service delivery. Responses will be assessed to plan and inform efforts to improve or maintain the quality of service offered to the public. If this information is not collected, vital feedback from customers and stakeholders on the Agency’s services will be unavailable.

The Agency will only submit a collection for approval under this generic clearance if it meets the following conditions:

- Information gathered will be used only internally for general service improvement and program management purposes and is not intended for release outside of the agency (if released, procedures outlined in Question 16 will be followed);
- Information gathered will not be used for the purpose of substantially informing influential policy decisions;
- Information gathered will yield qualitative information; the collections will not be designed or expected to yield statistically reliable results or used as though the results are generalizable to the population of study;
- The collections are voluntary;
- The collections are low-burden for respondents (based on considerations of total burden hours, total number of respondents, or burden-hours per respondent) and are low-cost for both the respondents and the Federal Government;
- The collections are non-controversial and do not raise issues of concern to other Federal agencies;
- Any collection is targeted to the solicitation of opinions from respondents who have experience with the program or may have experience with the program in the near future; and
- With the exception of information needed to provide remuneration for participants of focus groups and cognitive laboratory studies, personally identifiable information (PII) is collected only to the extent necessary and is not retained.

*Affected Public:* Individuals and Households, Business and Organizations, State, Local or Tribal Governments.

*Frequency of Submission:* Once per request.

*Total Annual Number of Respondents:* 2100.

*Total Estimated Responses:* 2100.

*Average Minutes per Response:* 10 minutes.

*Total Annual Burden Hours:* 354 hours.

**Authority:** 44 U.S.C. 3501–3520.

Issued in Washington, DC on *February 6, 2014*.

**Rebecca Pennington,**  
*Chief Financial Officer.*

[FR Doc. 2014–03054 Filed 2–11–14; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Intent To Prepare an Environmental Impact Statement for the Gateway Corridor Project From Saint Paul to Woodbury in Ramsey to Washington Counties, MN

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Notice of intent to prepare an environmental impact statement (EIS).

**SUMMARY:** The Federal Transit Agency (FTA), as the lead federal agency, the Washington County Regional Railroad Authority (WCRRRA), and the Metropolitan Council intend to prepare an Environmental Impact Statement (EIS) for the proposed Gateway Corridor project. The Gateway Corridor project is a planned transitway approximately 12 miles in length located in Ramsey and Washington Counties in the eastern part of the Twin Cities Metropolitan Area, Minnesota. The project is located in a corridor generally parallel to Interstate 94 (I–94) and will better connect downtown Saint Paul with its east side neighborhoods and the suburban cities of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury. More broadly, the Gateway Corridor project will better connect the eastern Twin Cities Metropolitan Area to the regional transit network via the Union Depot multimodal hub in downtown Saint Paul. The project is also intended to serve and draw ridership from other portions of the metropolitan area, including portions of eastern Washington County and western St. Croix County (Wisconsin) to the east, Dakota County to the south, and the city of Minneapolis and Hennepin County to the west.

The EIS will be prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) and its implementing regulations with FTA as the lead agency. The purpose of this notice is to alert interested parties of the intent to prepare the EIS; to provide information on the nature of the proposed action and possible alternatives; to invite public participation in the EIS process,