

any periodic reports since the period ended June 30, 2012.

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 companies.

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 companies is suspended for the period from 9:30 a.m. EST on February 27, 2015, through 11:59 p.m. EDT on March 12, 2015.

By the Commission.

Jill M. Peterson,

Assistant Secretary.

[FR Doc. 2015-04449 Filed 2-27-15; 4:15 pm]

BILLING CODE 8011-01-P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #14233 and #14234]

California Disaster #CA-00231

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is a notice of an Administrative declaration of a disaster for the State of California dated 02/23/2015.

Incident: Mission District Fire.

Incident Period: 01/27/2015.

DATES: *Effective Date:* 02/23/2015.

Physical Loan Application Deadline Date: 04/24/2015.

Economic Injury (EIDL) Loan Application Deadline Date: 11/23/2015.

ADDRESSES: Submit completed loan applications to: U.S. Small Business Administration, Processing And Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

FOR FURTHER INFORMATION CONTACT: A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW., Suite 6050, Washington, DC 20416.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the Administrator's disaster declaration, applications for disaster loans may be filed at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties: San Francisco.

Contiguous Counties: California: Alameda; Marin; San Mateo.

The Interest Rates are:

	Percent
For Physical Damage:	

	Percent
Homeowners With Credit Available Elsewhere	3.625
Homeowners Without Credit Available Elsewhere	1.813
Businesses With Credit Available Elsewhere	6.000
Businesses Without Credit Available Elsewhere	4.000
Non-Profit Organizations With Credit Available Elsewhere ...	2.625
Non-Profit Organizations Without Credit Available Elsewhere	2.625
<i>For Economic Injury:</i>	
Businesses & Small Agricultural Cooperatives Without Credit Available Elsewhere	4.000
Non-Profit Organizations Without Credit Available Elsewhere	2.625

The number assigned to this disaster for physical damage is 14233 and for economic injury is 14234 0.

The States which received an EIDL Declaration # are California.

(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

Dated: February 23, 2015.

Maria Contreras-Sweet,
Administrator.

[FR Doc. 2015-04309 Filed 3-2-15; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA 2015-0071-N-3]

Proposed Agency Information Collection Activities; Comment Request

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

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting these information collection requirements for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than May 4, 2015.

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 2130-0548." Alternatively, comments may be transmitted via facsimile to (202) 493-6170, or via email to Ms. Toone at 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: The Paperwork Reduction Act of 1995 (PRA), Public Law 104-13, 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60-days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection activities regarding (i) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(i)-(iv); 5 CFR 1320.8(d)(1)(i)-(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative

and paperwork burdens associated with the collection of information mandated by Federal regulations. In summary, FRA reasons that comments received will advance three objectives: (i) Reduce reporting burdens; (ii) ensure that it organizes information collection requirements in a “user friendly” format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

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

Title: Railroad Rehabilitation and Improvement Financing Program (RRIF).

OMB Control Number: 2130–0548.

Abstract: Title V of the Railroad Revitalization and Regulatory Reform Act of 1976 (Act), 45 U.S.C. 821 *et seq.*, authorized FRA to provide railroads financial assistance through the purchase of preference shares, and the issuance of loan guarantees. Section 7203 of the Transportation Equity Act for the 21st Century of 1998, Public Law 105–178 (1998) (TEA 21), and

subsequent amendments in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Public Law 109–59 (2005) SAFETEA–LU and the Rail Safety Improvement Act of 2008 (RSIA), Division A of Public Law 110–432 have since replaced the previous Title V financing program. On July 6, 2000, FRA published a final rule (FR) with procedures and requirements to cover applications of financial assistance in the form of direct loans and loan guarantees consistent with the changes made to Title V of the Act by section 7203 of TEA 21. On September 29, 2010, FRA published a Notice Regarding Consideration and Processing of Applications for Financial Assistance Under the RRIF Program. The collection of information is used by FRA staff to determine the legal and financial eligibility of applicants for direct loans regarding eligible projects. Eligible projects include: (1) Acquisition, improvement or rehabilitation of intermodal or rail equipment or facilities (including tracks, components of tracks, bridges, yards, buildings, and shops); (2) Refinancing outstanding debt

incurred for these purposes; or (3) Development or establishment of new intermodal or railroad facilities. The aggregate unpaid principal amounts of obligations cannot exceed \$35.0 billion at any one time, and not less than \$7.0 billion is to be available solely for projects benefitting freight railroads other than Class I carriers. The Secretary of Transportation has delegated his authority under the RRIF Program to the FRA Administrator in 1 CFR 1.49. On September 29, 2010, FRA published a Notice Regarding Consideration and Processing of Applications for Financial Assistance Under the RRIF Program. As explained in the notice, FRA’s RRIF Buy America policy furthers two of the RRIF program’s eight priorities described in 45 U.S.C. 822(c): (3) Promote economic development, and (4) Enable U.S. companies to be more competitive in international markets.

Form Number(s): FRA Forms 217, 219 and 229.

Affected Public: State and local governments, government sponsored authorities and corporations, railroads, and joint ventures that include at least one railroad.

REPORTING BURDEN—APPLICATIONS

CFR section	Respondent universe	Total annual responses	Average time per response (hours)	Total annual burden hours
260.23—Form and Content of Application	75,635 potential applicants.	18 applications	20	360
260.25—Additional Information Loan Guarantees	640 potential	15 financial documents ...	50	750
260.31—Execution and Filing Application	75,635 potential	18 executed applications6	10.8
Certificates with Original Application	75,635 potential	18 certificates6	10.8
Transmittal Letters	75,635 potential	18 letters6	10.8
Application Packages	75,635 potential	18 packages	1.5	27
260.33—Information Statements	75,635 potential	18 statements	* 30	9
260.35—Environmental Impact Statements	75,635 potential	1 impact statement	15,552	15,552
Environmental Assessment	75,635 potential	2 assessments	4,992	9,984
Categorical Exclusions	75,635 potential	15 exclusions	176	2,640
Environmental Consultations	75,635 potential	5 consultations	1	5
260.41—Inspection and Reporting—Financial Records and Other.	75,635 potential	18 financial records	10	180

* In minutes.

REPORTING BURDEN—BUY AMERICA ACT REQUIREMENTS

Item No.	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
1.1—Certification of Compliance or Non-Compliance with Buy America Requirements for Steel, Iron, or Manufactured Products being produced by Borrower.	18 Borrowers	2,376 compliance certifications.	3 hours	7,128
1.2—Certification of Compliance with Buy America for Rolling Stock.	18 Borrowers	1 certification	62 hours	62
2.1—Waivers—Requests/Applications for Waivers, including FRA Form 229.	18 Borrowers	12 waiver requests	198 hours	2,349
2.2—Public Comment on Waiver Requests	6 Rail Car Manufacturers/3 Associations/Public.	18 comments	4 hours	72

REPORTING BURDEN—BUY AMERICA ACT REQUIREMENTS—Continued

Item No.	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
2.3—Consultations with Organizations/Associations Knowledgeable about Sources of Domestic Goods.	3 Associations/6 Rail Car Manufacturers.	12 consultations	1 hour	12
3.1—Financial Assistance Agreements with FRA.	18 Borrowers	18 agreements	60 minutes	18
3.2—Borrower Request for Proposal (RFP) with Buy America Notice.	18 Borrowers	18 RFPs	75 minutes	23
3.3—Bidder/Offoror Written Explanation concerning Incomplete/Incorrect Certification.	11 Bidders/Offorors	3 written Explanations	6 hours	18
3.4—Borrower/Borrower's Designee Request for Additional Information from Bidder/Offoror.	18 Borrowers 11 Bidders/Offorors.	1 request + 1 document.	2 hours + 6 hours	8
3.5—Borrower Determination to Accept/Reject Bidder's/Offoror's Written Explanation + Notification to FRA of Borrower's Final Determination.	18 Borrowers	3 determination/3 notifications.	2 hours + 6 minutes	6.25
3.6—Additional Information from Bidder/Offoror/Borrower after FRA Request.	11 Bidders/Offorors	1 document	2 hours	2
4.1—Petition to FRA to Investigate Compliance of Successful Bidder/Offoror with Bidder's/Offoror's Certification by Interested Party.	Interested Parties	1 requests/petitions	12 hours	12
4.2—Borrower Investigations (including FRA initiated investigations).	18 Borrowers	3 investigations	333 hours	999
4.3—Bidder/Offoror Documentation of Compliance Submitted to Borrower after FRA Determination to Conduct Investigation and Letter from Borrower.	11 Bidders/Offorors	2 letters + 2 documents	1 hour + 8 hours	18
4.4—Borrower direct reply to FRA after request to conduct investigation of bidder/offoror.	18 Borrowers	2 replies	1 hour	2
4.5—Bidder/Offoror Notice to Borrower that it will respond directly to FRA.	11 Bidders/Offorors	2 notices	60 minutes	2
4.6—Direct Consultation by FRA with Bidder/Offoror.	11 Bidders/Offorors	1 consultations	1 hour	1
4.7—Additional Documents to FRA from Borrower/Investigated Party.	18 Borrowers/1 Investigated Parties.	1 document	4 hours	4
4.8—Transmission of Borrower/Bidder/Offoror Reply to Petitioner.	18 Borrowers	2 replies	30 minutes	1
4.9—Petitioner Comment to FRA on Reply	1 Petitioners	1 comment	8 hours	8
4.10—Petitioner Comment Copy to Borrower/Investigated Bidder/Offoror.	11 Bidders/Offorors	12 comment copies	15 minutes	3
4.11—Borrower/Investigated Bidder/Offoror respond to Petitioner Comment.	11 Bidders/Offorors	1 comment responses	8 hours	8
4.12—Written request to FRA for information bearing on substance of investigation which has been submitted by petitioner, interested parties, or borrowers.	Interested Parties	1 request	4 hours	4
4.13—Detailed Statement to FRA Regarding Confidentiality of Previously Submitted Information to Agency.	18 Borrowers/11 Bidders/Offorors.	1 detailed Statement ...	8 hours	8
4.14—Borrower Determination to make award before resolution of investigation one of this sections specified reasons.	18 Borrowers	1 determination	40 hours	40
4.15—Notification to FRA by Borrower to make award during pendency of investigation.	18 Borrowers	1 notification	1 hour	1
4.16—Request to FRA for Reconsideration of Initial Decision by Party Involved in Investigations.	Interested Parties	1 request	80 hours	80
5.1—Pre-Award Audit	18 Borrowers	1 audit	33 hours	33
5.2—List by Bidder/Offoror Detailing Facility Assembly Activities.	11 Bidders/Offorors	1 list	8 hours	8
5.3—Formal Final Contract between Borrower and Bidder/Offoror.	18 Borrowers	1 formal contract	16 hours	16
5.4—Post Award Audit	18 Borrowers	1 audit	256 hours	256
5.5—Written Agreement by Bidder/Offoror/Successful Contractor to allow Borrower, its Designee, or FRA to Complete All Audits, Inspections, and Provide All Requested Information.	11 Bidders/Offorors/Successful Contractors.	1 agreement	4 hours	4
5.6—Rolling Stock Domestic Content Improvement Plans.	11 Bidders/Offorors	1 plan	120 hours	120

REPORTING BURDEN—BUY AMERICA ACT REQUIREMENTS—Continued

Item No.	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
Totals	n/a	12,090	n/a	11,326

Total Estimated Annual Burden: 40,865 hours.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b) and 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC, on February 25, 2015.

Rebecca Pennington,
Chief Financial Officer.

[FR Doc. 2015–04351 Filed 3–2–15; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2014–0078; Notice 2]

AGC Flat Glass North America, Inc., Grant of Petition For Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Grant of petition.

SUMMARY: AGC Flat Glass North America, Inc., dba AGC Automotive Americas Co. (AGC) has determined that certain glazing that it manufactured as replacement equipment for model year 2003–2008 Toyota Matrix vehicles, do not fully comply with paragraph S5.1 of Federal Motor Vehicle Safety Standard (FMVSS) No. 205, *Glazing Materials*. AGC has filed an appropriate report dated May 23, 2013, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*.

ADDRESSES: For further information on this decision contact Luis Figueroa, Office of Vehicle Safety Compliance, National Highway Traffic Safety Administration (NHTSA), telephone (202) 366–5298, facsimile (202) 366–5930.

SUPPLEMENTARY INFORMATION:

I. AGC's Petition: Pursuant to 49 U.S.C. 30118(d) and 30120(h) and the rule implementing those provisions at 49 CFR part 556, AGC submitted a

petition for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

Notice of receipt of AGC's petition was published, with a 30-Day public comment period, on August 14, 2014 in the **Federal Register** (79 FR 47722). One comment was received from Toyota Motor Engineering & Manufacturing North America, Inc. (Toyota). To view the petition, comment and supporting documents log onto the Federal Docket Management System (FDMS) Web site at: <http://www.regulations.gov/>. Then follow the online search instructions to locate docket number “NHTSA–2014–0078.”

II. Replacement Equipment Involved: Affected are approximately 1,435 replacement back windows (backlites) for model year 2003–2008 Toyota Matrix vehicles that AGC manufactured on February 28, 2012. The subject glazing is labeled “AGC Automotive, DOT–376 M2H5 AS2, 30B, Temperlite.”

In the associated Defect and Noncompliance Report that AGC submitted to NHTSA pursuant to 49 CFR part 573, AGC indicated that, as of May 23, 2014, approximately 941 of the affected 1,435 backlites have already been removed from the stream of commerce, leaving 494 of the backlites subject to notification and recall.

III. Noncompliance: AGC explains that the noncompliance is that the affected glazing does not fully comply with Paragraph S5.1 of FMVSS No. 205 because some portions of the glass located in the wing area of the affected backlites may not fragment into pieces that are small enough to meet the standard set forth in Section 5.7 of ANSI Z26.1–1996 (fragment must weigh less than 4.25 g).

IV. Rule Text: Paragraph S5.1 of FMVSS No. 205 incorporates by reference ANSI Z26.1–1996 and other industry standards. Specifically, Section S5.7 (Fracture Test) of ANSI Z26.1–1996 requires that no individual fragment free of cracks and obtained within 3 minutes subsequent to testing shall weigh more than 4.25 g (0.15 oz.).

V. Summary of AGC's Analyses: AGC stated its belief that the noncompliance exhibited by some glass fragments breaking into pieces that weighing more

than 4.25 g does not create a risk to motor vehicle safety for the following reasons:

1. AGC testing demonstrates that the noncompliant fragments have no adverse impact on the characteristics of the glass performing as tempered glass.

2. The design of the 2003–2008 Toyota Matrix leaves it unlikely to cause any safety risks to any vehicle occupant if the ARG backlite breaks.

3. AGC's destructive testing confirmed all noncompliant fragments do not impact the safety of the vehicle or its occupants.

AGC stated that while it recognizes that its tests were static and that the actual results in a crash might be somewhat different. For example, AGC stated its belief that in a rear or partial rear collision, if the glass breaks, most of that glass will fall and remain in the general area of the breakage since the remainder of the vehicle will be propelled forward in the later phases of the crash. This makes it even less likely that any glass will enter or be propelled forward enough to reach the passenger compartment of a vehicle. ARG expects that the subject backlites will react no differently.

Refer to AGC's petition for more detailed descriptions of the data and analyses that it provided in support of its reasoning.

AGC has additionally informed NHTSA that it has corrected the noncompliance so that all future production of the subject glazing will fully comply with FMVSS No. 205.

In summation, AGC believes that the described noncompliance of the subject glazing is inconsequential to motor vehicle safety, and that its petition, to exempt AGC from providing recall notification of noncompliance as required by 49 U.S.C. 30118 and remedying the recall noncompliance as required by 49 U.S.C. 30120 should be granted.

NHTSA Decision

NHTSA Analysis: FMVSS No. 205 specifies labeling and performance requirements for automotive glazing. As related to the subject noncompliance, FMVSS No. 205 incorporates ANSI Z26.1 (1996) and other industry standards by reference (S.5.1). Paragraph 4.1 of ANSI Z26.1 (1996)