

Dated: July 6, 2009.

John Biles,

Reports Clearance Officer, Center for Reports Clearance, Social Security Administration.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35258]

Mississippi Central Railroad Co.— Change in Operators Exemption— Tishomingo Railroad Company, Inc

Mississippi Central Railroad Co. (MSCI),¹ a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to change operators from Tishomingo Railroad Company, Inc. (TISH),² to MSCI on a line of railroad of the State of Mississippi (the State), at Iuka, MS. Pursuant to an agreement with TISH, MSCI will lease and operate approximately 10 miles of rail line between Norfolk Southern Railway Company's Iuka Wye at milepost 0.0, and the Tri-State Commerce Park at milepost 10.0, in Tishomingo County, MS. MSCI states that, pursuant to the lease agreement with the State, MSCI will lease, operate, maintain, and perform all common carrier service on the line. This change in operators is exempt under 49 CFR 1150.41(c).³

Based on projected revenues for the line, MSCI expects to remain a Class III rail carrier after consummation of the proposed transaction. MSCI certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class II or Class I rail carrier.

MSCI states that it intends to consummate the transaction on August 1, 2009 (at least 30 days after the notice of exemption was filed), and that operations will begin thereafter.

Pursuant to the Consolidated Appropriations Act, 2008, Public Law No. 110-161, § 193, 121 Stat. 1844 (2007), nothing in this decision

authorizes the following activities at any solid waste rail transfer facility:

Collecting, storing, or transferring solid waste outside of its original shipping container; or separating or processing solid waste (including baling, crushing, compacting, and shredding). The term "solid waste" is defined in section 1004 of the Solid Waste Disposal Act, 42 U.S.C. 6903.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than July 17, 2009 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 35258, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Daniel A. LaKemper, General Counsel, Mississippi Central Railroad Co., 1318 S. Johanson Road, Peoria, IL 61607.

Board decisions and notices are available on our Web site at "<http://www.stb.dot.gov>."

Decided: July 6, 2009.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. E9-16319 Filed 7-9-09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in California

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of limitation on claims for judicial review of actions by the California Department of Transportation (Caltrans), pursuant to 23 U.S.C. 327.

SUMMARY: The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed highway project, the Cold Spring Canyon Bridge Suicide Barrier project on State Route 154 at Cold Spring Canyon Bridge, 05-SB-154-PM 22.9/23.1, in the County of Santa Barbara, State of California. Those

actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before January 6, 2010. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For Caltrans: Matt Fowler, Chief, Environmental Branch, Caltrans, 50 Higuera Street, San Luis Obispo, CA 93401 Monday through Friday 8 a.m. to 5 p.m. (805) 542-4603 or matt_c_fowler@dot.ca.gov.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that the Caltrans has taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the following highway project in the State of California. The project includes the installation of a physical suicide barrier on each side of the Cold Spring Canyon Bridge, on State Route 154 near San Marcos Pass in Santa Barbara County. The bridge spans a distance of over 1,200 feet in length and is more than 400 feet in height. The purpose of the proposed project is to: (1) Reduce the number of suicides at the Cold Spring Canyon Bridge resulting from individuals jumping off the bridge, and (2) Reduce the exposure to risks for emergency personnel such as law enforcement officers or search and rescue teams when attempting to prevent persons from jumping off of the bridge, and reduce the number of recoveries that need to be performed following a suicide jump from the bridge. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Environmental Assessment/ Finding of No Significant Impact (EA/ FONSI) for the project, approved on June 22, 2009, and in other documents in the FHWA project records. The EA/ FONSI and other project records are available by contacting Caltrans at the address provided above. The Caltrans EA/FONSI can be viewed and downloaded from the Caltrans Web site at http://www.dot.ca.gov/dist05/projects/sb_cold_springs/eir09june.pdf

¹ MSCI is controlled by Pioneer Railcorp. See *Pioneer Railcorp—Continuance in Control Exemption—Gettysburg & Northern Railroad Co.*, STB Finance Docket No. 34010 (STB served Feb. 27, 2001).

² See *Tishomingo Railroad Company, Inc.—Lease and Operation Exemption—Line of State of Mississippi at Iuka, MS*, STB Finance Docket No. 33806 (STB served Oct. 28, 1999).

³ In order to qualify for a change in operators exemption, an applicant must give notice to shippers on the line. See 49 CFR 1150.42(b). MSCI states that no shippers are known to have shipped or received freight within the last 2 years, therefore no service of this notice is required on shippers. MSCI also certifies that a copy of the verified notice of exemption was sent to the State.