

DEPARTMENT OF TRANSPORTATION**Surface Transportation Board****[STB Finance Docket No. 35257]****Progressive Rail, Incorporated—
Acquisition Exemption—Rail Lines of
Wisconsin Central, Ltd.**

Progressive Rail, Incorporated (PGR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire 23.97 miles of railroad from Wisconsin Central, Ltd. (WCL).¹ One line that PGR is acquiring, the Almena-Cameron Branch, extends between milepost 80.88, at or near Almena and milepost 97.80, at or near Cameron, a distance of 16.92 miles. The other, the Rice Lake-Cameron Branch, extends between Milepost 49.0, at or near Cameron, and milepost 56.05, at or near Rice Lake, a distance of 7.05 miles. Both lines are located in Barron County, WI.²

The proposed transaction is scheduled to be consummated on or after October 11, 2009.

PGR 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. However, because its projected annual revenues will exceed \$5 million, PGR also has certified to the Board that it has complied with the employee notice requirements of 49 CFR 1150.42(e). Pursuant to that provision, the exemption may not become effective until 60 days from the August 12, 2009 date of the revised certification to the Board, which would be October 11, 2009.

If the 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 transaction. Petitions for stay must be filed no later than October 2, 2009 (at least 7 days before the exemption becomes effective).

Pursuant to the Consolidated Appropriations Act, 2008, Public Law 110-161, section 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.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 35257, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on James H. M. Savage, John D. Heffner, PLLC, 1750 K Street, NW., Suite 200, Washington, DC 20006.

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

Decided: August 24, 2009.

By the Board, Joseph H. Dettmar, Acting Director, Office of Proceedings.

Kulunie L. Cannon,
Clearance Clerk.

[FR Doc. E9-20748 Filed 8-27-09; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Agency Information Collection Activity
Seeking OMB Approval**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA invites public comments about our intention to request the Office of Management and Budget's (OMB) revision of a current information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 8, 2009, vol. 74, no. 108, page 27233-27234. Runway incursions are a risk to the public traveling in aircraft. Feedback from these surveys is used in the prevention of runway collisions and in the medication of the severity and frequency of runway incursions.

DATES: Please submit comments by September 28, 2009.

FOR FURTHER INFORMATION CONTACT:
Carla Mauney at Carla.Mauneyfaa.gov.

SUPPLEMENTARY INFORMATION:**Federal Aviation Administration (FAA)**

Title: Information for the Prevention of Aircraft Collisions at Towered Airports.

Type of Request: Revision of a currently approved collection.

OMB Control Number: 2120-0692.

Forms(s) There are no FAA forms associated with this collection.

Affected Public: An estimated 8,900 Respondents.

Frequency: This information is collected on occasion.

Estimated Average Burden Per Response: Approximately 16.5 minutes per response.

Estimated Annual Burden Hours: An estimated 2510 hours annually.

Abstract: Runway incursions are a risk to the public traveling in aircraft. Feedback from these surveys is used in the prevention of runway collisions and in the medication of the severity and frequency of runway incursions.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to oirasubmission@omb.eop.gov, or faxed to (202) 395-6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street, NW., Washington, DC 20503.

Comments are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on August 21, 2009.

Carla Mauney,

FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.

[FR Doc. E9-20703 Filed 8-27-09; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Annual Materials Report on New
Bridge Construction and Bridge
Rehabilitation**

AGENCY: Federal Highway Administration (FHWA), DOT.

¹ PGR currently operates the lines under a lease from WCL. See *Progressive Rail, Incorporated—Lease and Operation Exemption—Rail Lines of Wisconsin Central, Ltd.*, STB Finance Docket No. 34600 (STB served Nov. 12, 2004).

² Following the consummation of this transaction, PGR states that it plans to convey the right-of-way and rail assets to the Wisconsin Department of Transportation. PGR will retain the common carrier obligation. PGR acknowledges that Board authority is required for these transactions.

ACTION: Notice.

SUMMARY: Section 1114 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59; 119 Stat. 1144) continued the highway bridge program to enable States to improve the condition of their highway bridges over waterways, other topographical barriers, other highways, and railroads. Section 1114(f) amended 23 United States Code (U.S.C.) 144 by adding subsection (r), requiring the Secretary of Transportation to publish in the **Federal Register** a report describing construction materials used in new Federal-aid bridge construction and bridge rehabilitation projects. As part of the SAFETEA-LU Technical Corrections Act of 2008 (Pub. L. 110-244), 23 U.S.C. 144 subsection (r) became subsection (q), but the reporting requirement remained the same.

ADDRESSES: The report is posted on the FHWA Web site at: <http://www.fhwa.dot.gov/bridge/britab.htm>.

FOR FURTHER INFORMATION CONTACT: Ms. Ann Shemaka, Office of Bridge Technology, HIBT-30, (202) 366-1575, or Mr. Thomas Everett, Office of Bridge Technology, HIBT-30, (202) 366-4675, Federal Highway Administration, 1200 New Jersey Ave., SE., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: In conformance with 23 U.S.C. 144(q), the FHWA has produced a report that summarizes the types of construction materials used in new bridge construction and bridge rehabilitation projects. Data on Federal-aid and non-Federal-aid highway bridges are included in the report for completeness. The December 2008 National Bridge Inventory (NBI) dataset was used to identify the material types for bridges that were new or replaced within the defined time period. The FHWA's Financial Management Information System and the 2008 NBI were used to identify the material types for bridges that were rehabilitated within the defined time period. Currently preventative maintenance projects are included in the rehabilitation totals.

The report, which is available at <http://www.fhwa.dot.gov/bridge/britab.htm>, consists of the following tables:

- Construction Materials for New and Replaced Bridges, a summary report which includes Federal-aid highways and non-Federal-aid highways built in 2007 and 2006.
- Construction Materials for Rehabilitated Bridges, a summary report

which includes Federal-aid and non-Federal-aid highways rehabilitated in 2007 and 2006.

- **Construction Materials for Combined New, Replaced and Rehabilitated Bridges**, a summary report which combines the first two tables cited above.

- **Federal-aid Highways:** Construction Materials for New and Replaced Bridges 2007, a detailed State-by-State report with counts and areas for Federal-aid bridges built or replaced in 2007.

- **Federal-aid Highways:** Construction Materials for New and Replaced Bridges 2006, a detailed State-by-State report with counts and areas for Federal-aid bridges built or replaced in 2006.

- **Non-Federal-aid Highways:** Construction Materials for New and Replaced Bridges 2007, a detailed State-by-State report with counts and areas for non-Federal-aid bridges built or replaced in 2007.

- **Non-Federal-aid Highways:** Construction Materials for New and Replaced Bridges 2006, a detailed State-by-State report with counts and areas for non-Federal-aid bridges built or replaced in 2006.

- **Federal-aid Highways:** Construction Materials for Rehabilitated Bridges 2007, a detailed State-by-State report with counts and areas for Federal-aid bridges rehabilitated in 2007.

- **Federal-aid Highways:** Construction Materials for Rehabilitated Bridges 2006, a detailed State-by-State report with counts and areas for Federal-aid bridges rehabilitated in 2006.

- **Non-Federal-aid Highways:** Construction Materials for Rehabilitated Bridges 2007, a detailed State-by-State report with counts and areas for non-Federal-aid bridges rehabilitated in 2007.

- **Non-Federal-aid Highways:** Construction Materials for Rehabilitated Bridges 2006, a detailed State-by-State report with counts and areas for non-Federal-aid bridges rehabilitated in 2006.

- **Federal-aid Highways:** Construction Materials for New, Replaced and Rehabilitated Bridges 2007, which combines the 2007 reports on new, replaced and rehabilitated Federal-aid bridges.

- **Federal-aid Highways:** Construction Materials for New, Replaced and Rehabilitated Bridges 2006, which combines the 2006 reports on new, replaced and rehabilitated Federal-aid bridges.

- **Non-Federal-aid Highways:** Construction Materials for New, Replaced and Rehabilitated Bridges 2007, which combines the 2007 reports

on new, replaced and rehabilitated non-Federal-aid bridges.

- **Non-Federal-aid Highways:** Construction Materials for New Replaced and Rehabilitated Bridges 2006, which combines the 2006 reports on new, replaced and rehabilitated non-Federal-aid bridges.

The tables provide data for 2 years: 2006 and 2007. The 2006 data is considered complete for new, replaced and rehabilitated bridges, with a minimal likelihood of upward changes in the totals. The 2007 data is considered partially complete for new bridges and complete for rehabilitated bridges, because many new bridges built in 2007 will not appear in the NBI until they are placed into service the following year. Therefore, next year's report will include 2007's data on new bridge construction, because the data will be complete.

Each table displays simple counts of bridges and total bridge deck area. Total bridge deck area is measured in square meters, by multiplying the bridge length by the deck width out-to-out. Culverts under fill are included in the counts but not in the areas because a roadway width is not collected. The data is categorized by the following material types, which are identified in the NBI: Steel, concrete, pre-stressed concrete, and other. The category "other" includes wood, timber, masonry, aluminum, wrought iron, cast iron, and other. Material type is the predominate type for the main span(s).

(Authority: 23 U.S.C. 144(q); Sec. 1114(f), Pub. L. 109-59, 119 Stat. 1144)

Issued on: August 19, 2009.

Victor M. Mendez,

Federal Highway Administrator.

[FR Doc. E9-20712 Filed 8-27-09; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

[REG-106511-00]

Proposed Collection; Comment Request for Regulation Project

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information