enforcement goals established in the plan have been met. Failure of a State to file a certification, adequately enforce its size and weight laws and enforce weight laws on the Interstate System that are consistent with Federal requirements, could result in a specified reduction of its Federal highway fund apportionment for the next fiscal year.

In addition, section 123 of the Surface Transportation Assistance Act of 1978 (Pub. L. 95–599, 92 Stat. 2689, 2701) requires each jurisdiction to inventory (1) its penalties for violation of its size and weight laws, and (2) the term and cost of its oversize and overweight permits.

Respondents: The State Departments of Transportation (or equivalent) in the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico.

Frequency: Twice Annually.

Estimated Average Burden per Response: Each response will take approximately 40 hours.

Estimated Total Annual Burden Hours: 4,160 hours.


Judith Kane,
Acting Chief, Management Programs and Analysis Division.

For further information contact: Mr. Anthony DeSimone, (317) 226–5307, Office of Program Administration, Federal Highway Administration, Department of Transportation, 575 North Pennsylvania Street, Room 254, Indianapolis, Indiana, 46204, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Preparation and Execution of the Project Agreement and Modifications.

OMB Control Number: 2125–0529

Background: Formal agreements between State Transportation Departments and the FHWA are required for Federal-aid highway projects. These agreements, referred to as “project agreements” are written contracts between the State and the Federal government that define the extent of work to be undertaken and commitments made concerning a highway project. Section 1305 of the Transportation Equity Act for the 21st Century (TEA–21, Pub. L. 105–178) amended 23 U.S.C. 106(a) and combined authorization of work and execution of the project agreement for a Federal-aid project into a single action. States continue to have the flexibility to use whatever format is suitable to provide the statutory information required, and burden estimates for this information collection are not changed.

Respondents: There are 56 respondents, including 50 State Transportation Departments, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, the Territories of Guam, the Virgin Islands and American Samoa.

Frequency: Annually.

Estimated Average Burden per Response: There is an average of 408 annual agreements per respondent. Each agreement requires 1 hour to complete. Estimated Total Annual Burden Hours: 27,888 hours.


Issued On: October 1, 2010.

Judith Kane,
Acting Chief, Management Programs and Analysis Division.

[FR Doc. 2010–25188 Filed 10–5–10; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2010–0133]

Agency Information Collection Activities: Notice of Request for Extension of Currently Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for extension of currently approved information collection.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget’s (OMB) approval for renewal of an existing information collection that is summarized below under SUPPLEMENTARY INFORMATION. The Federal Register notice with a 60-day public comment period soliciting comments on this information collection was published on July 23, 2010. We are required to publish this notice in the Federal Register by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by November 5, 2010.

ADDRESSES: You may send comments within 30 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention DOT Desk Officer. You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the U.S. DOT’s performance; (2) the accuracy of the estimated burden; (3) ways for the U.S. DOT to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information.

All comments should include the Docket number FHWA–2010–0133.

FOR FURTHER INFORMATION CONTACT: Mr. Anthony DeSimone, (317) 226–5307, Office of Program Administration, Federal Highway Administration, Department of Transportation, 575 North Pennsylvania Street, Room 254, Indianapolis, Indiana, 46204, Monday through Friday, except Federal holidays.

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Issued On: October 1, 2010.

Judith Kane,
Acting Chief, Management Programs and Analysis Division.

[FR Doc. 2010–25188 Filed 10–5–10; 8:45 am]

BILLING CODE 4910–22–P
Adrian & Blissfield Rail Road Company (ABF), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of Jackson & Lansing Railroad Company (JAIL), upon JAIL’s becoming a Class III rail carrier.1 This transaction is related to 2 other transactions for which notices of exemption have been simultaneously filed: Docket No. FD 35411, Jackson & Lansing Railroad Company—Lease and Operation Exemption—Norfolk Southern Railway Company, in which JAIL seeks an exemption under 49 CFR 1150.31 to lease from Norfolk Southern Railway Company (NSR), and to operate, approximately 44.5 miles of rail lines,2 known as the Lansing Secondary, the Lansing Manufacturers Railroad, and segments of the Lansing Industrial Track; and Docket No. FD 35418, Jackson & Lansing Railroad Company—Trackage Rights Exemption—Norfolk Southern Railway Company, in which JAIL seeks to acquire, pursuant to an agreement with NSR, non-exclusive local and overhead trackage rights over approximately 1.06 miles of the line owned by NSR and currently leased to CSX Transportation, Inc., on the Lansing Secondary, between milepost 37.86 in North Lansing, Mich., and milepost 37.86 in North Lansing, Mich., for the sole purpose of interchanging with NSR.

This transaction may not be consummated until October 20, 2010, the effective date of the exemption (30 days after exemption was filed). ABF states that: (1) The rail lines to be operated by JAIL do not connect with the lines of ABF or any other single railroad controlled by ABF’s corporate family; (2) the transaction is not part of a series of anticipated transactions that would result in such a connection; and (3) the transaction does not involve a Class I rail carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here because all of the carriers involved are Class III carriers.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions for stay must be filed no later than October 13, 2010 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35410, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001. In addition, 1 copy of each pleading must be served on John D. Heffner, PLLC, and James H. M. Savage, Of Counsel, 1750 K Street, NW., Washington, DC 20006. Board decisions and notices are available on our Web site at http://www.stb.dot.gov.

Decided: October 1, 2010.

By the Board.

Rachel D. Campbell, Director, Office of Proceedings.

Jeffrey Herzig, Clearance Clerk.

[FR Doc. 2010–25105 Filed 10–5–10; 8:45 am]

BILLING CODE 4915–01–P