

Department. Many of the comments received were letters supporting applications submitted for TIGER Discretionary Grant funding. These letters of support were submitted by members of Congress and members of the public. In addition, comments were submitted by members of the public requesting changes to the program selection criteria. These comments were considered and changes were made to the selection criteria in a June 17, 2009, **Federal Register** notice (FR Vol. 74, No. 115). None of the comments submitted to the Docket since the initial May 18, 2009, **Federal Register** notice were related to the proposed approval to renew the information collection.

**DATES:** Comments should be submitted by December 14, 2009 and submitted to the attention of the DOT/OST Desk Officer, Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street, NW., Washington, DC 20503 with the associated OMB Approval Number 2105-0560 and Dockets (DOT-OST-2009-0115).

**FOR FURTHER INFORMATION CONTACT:** The TIGER Discretionary Grants program manager via e-mail at [TIGERGrants@dot.gov](mailto:TIGERGrants@dot.gov).

*Comments:* Comments should be sent to the attention of the DOT/OST Desk Officer, Office of Management and Budget, Office of Information and Regulatory Affairs, Docket Library, Room 10102, 725 17th Street, NW., Washington, DC 20503 or [oir\\_submissions@omb.eop.gov](mailto:oir_submissions@omb.eop.gov) and should identify the associated OMB control number 2105-0560 and Docket (DOT-OST-2009-0115).

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2105-0560.  
*Title:* Supplemental Discretionary Grants for a National Surface Transportation System or TIGER Discretionary Grants.

*Form Numbers:* None.

*Type of Review:* Renewal of an information collection.

*Background:* On February 17, 2009, the President of the United States signed the Recovery Act to, among other purposes, (1) preserve and create jobs and promote economic recovery, (2) invest in transportation infrastructure that will provide long-term economic benefits, and (3) assist those most affected by the current economic downturn. The Recovery Act appropriated \$1.5 billion of discretionary grant funds to be awarded by the Department for capital investments in surface transportation infrastructure. The funds provided by

TIGER Discretionary Grants are awarded on a competitive basis to projects that have a significant impact on the Nation, a metropolitan area, or a region.

On May 18, 2009, the Department published an interim notice announcing the availability of funding for TIGER Discretionary Grants, project selection criteria, application requirements and the deadline for submitting applications, which was September 15, 2009. On June 17, 2009, the Department published an additional notice revising some elements of the interim notice (FR Vol. 74, No. 115). A 60-day **Federal Register** notice was published on August 21, 2009 (FR Vol. 74, No. 161). As the result of the notices, 145 comments were received to the Docket (DOT-OST-2009-0115). Many of the comments received were letters supporting applications submitted for TIGER Discretionary Grant funding. These letters of support were submitted by members of Congress and members of the public. In addition, comments were submitted by members of the public requesting changes to the program selection criteria. These comments were considered and changes were made to the selection criteria in the June 17, 2009, **Federal Register** notice. None of the comments received to the Docket were related to the proposed approval to renew the information collection. The Department's estimated burden for this information collection:

*Expected Number of Respondents:* 500.

*Frequency:* One time collection.

*Estimated Average Burden per*

*Response:* 100 hours.

*Estimated Total Annual Burden:* 50,000.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 148.

Issued in Washington, DC on November 6, 2009.

**Patricia Lawton,**

*DOT PRA Clearance Officer.*

[FR Doc. E9-27342 Filed 11-10-09; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

#### Notice and Request for Comments

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Surface Transportation Board (Board), as part of its continuing effort to reduce paperwork burdens, and

as required by the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 *et seq.* (PRA), gives notice that the Board will seek from the Office of Management and Budget (OMB) an extension of approval for the two currently approved collections described below. The Board is seeking comments regarding one or both of these collections concerning (1) Whether the collection is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility; (2) the accuracy of the Board's burden estimates; (3) ways to enhance the quality, utility, and clarity of the information collected; and (4) ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology when appropriate. Submitted comments will be addressed in a subsequent notice and will also be submitted to OMB with the Board's request for OMB approval.

*Deadline:* Persons wishing to comment on one or both of these information collections should submit comments by January 11, 2010.

**ADDRESSES:** Direct all comments to Marilyn R. Levitt, Office of the General Counsel, Surface Transportation Board, 395 E Street, SW., Suite 1260, Washington, DC 20423, [levittm@stb.dot.gov](mailto:levittm@stb.dot.gov), or by fax at (202) 245-0460. Comments should be identified as "Paperwork Reduction Act Comments," and should refer to the title and control number of the specific collection(s) commented upon.

**FOR FURTHER INFORMATION CONTACT:** Cynthia T. Brown, (202) 245-0350. For a copy of the regulations pertaining to the information collection(s), contact Cynthia T. Brown at (202) 245-0350 or [brownc@stb.dot.gov](mailto:brownc@stb.dot.gov).

#### Collection Number One

*Title:* Maps Required in Abandonment Exemption Proceedings.

*OMB Control Number:* 2140-0008.

*Form Number:* None.

*Type of Review:* Extension without change.

*Respondents:* Railroads initiating abandonment exemption proceedings.

*Number of Respondents:* 80.

*Estimated Time per Response:* 1 hour, based on average time reported in informal survey of respondents conducted in 2009.

*Frequency of Response:* 1.

*Total Annual Burden Hours:* 80.

*Total Annual "Non-Hour Burden"*

*Cost:* None have been identified.

*Needs and Uses:* Under 49 CFR 1152.50(d)(2) and 1152.60(b), the Board

requires in each abandonment exemption proceeding a detailed map of the rail line, depicting the line's relation to other rail lines, roads, water routes, and population centers. The Board uses this information to determine the scope and the impact of the proposed abandonment. In addition, this information is posted on the Board's Web site and serves as a form of notice to current and/or potential shippers, and to persons who might want to make an offer of financial assistance under 49 U.S.C. 10904; acquire the line as a trail under the National Trails System Act, 16 U.S.C. 1247(d); or acquire the line for another public purpose under 49 U.S.C. 10905.

### Collection Number Two

*Title:* System Diagram Maps (or, in the case of small carriers, the alternative narrative description of rail system).

*OMB Control Number:* 2140-0003.

*Form Number:* None.

*Type of Review:* Extension without change.

*Respondents:* Common carrier freight railroads that are either new or reporting changes in the status of one or more of their rail lines.

*Number of Respondents:* 3.

*Estimated Time per Response:* 7.1 hours, based on average time reported in informal survey of respondents conducted in 2009.

*Frequency of Response:* 1.

*Total Annual Burden Hours:* 21 hours.

*Total Annual "Non-Hour Burden" Cost:* None have been identified.

*Needs and Uses:* Under 49 CFR 1152.10-1152.13, all railroads subject to the Board's jurisdiction are required to keep current system diagram maps on file, or alternatively in the case of a Class III carrier (a carrier with assets of not more than \$20 million in 1991 dollars), to submit the same information in narrative form. The information sought in this collection identifies all lines in a particular railroad's system, categorized to indicate the likelihood that service on a particular line will be abandoned and/or whether service on a line is currently provided under the financial assistance provisions of 49 U.S.C. 10904. Carriers are obligated to amend these maps as the need to change the category of any particular line arises. The Board uses this information to facilitate informed decision making, and this information, which is available to the public from the carrier by request, 49 CFR 1152.12(c)(3), may serve as notice to the shipping public of the carrier's intent to abandon or retain a line.

**SUPPLEMENTARY INFORMATION:** Under the PRA, a Federal agency conducting or sponsoring a collection of information must display a currently valid OMB control number. A collection of information, which is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c), includes agency requirements that persons submit reports, keep records, or provide information to the agency, third parties, or the public. Under section 3506(c)(2)(A) of the PRA, Federal agencies are required to provide a 60-day notice and comment period through publication in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information, before submitting the collection to OMB for approval.

Dated: November 4, 2009.

**Cynthia T. Brown,**

*Chief, Section of Administration, Office of Proceedings.*

[FR Doc. E9-27149 Filed 11-10-09; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Assessment: Cameron County, TX

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Opportunity for public hearing for Environmental Assessment (EA).

**SUMMARY:** FHWA is issuing this notice to advise the public that an opportunity for public hearing will be afforded. If a request is made by interested citizens to have a Public Hearing to discuss the socio-economic and environmental effects of the second international bridge project at the Veterans International Bridge at Los Tomates in Brownsville, Texas. One will be scheduled and adequate notices will be publicized.

**FOR FURTHER INFORMATION CONTACT:** Gregory S. Punske P.E. District Engineer, Federal Highway Administration, Texas Division, 300 East 8th Street, Room 826, Austin, Texas 78701, Telephone (512) 536-5960.

**SUPPLEMENTARY INFORMATION:** The Texas Department of Transportation (TxDOT) in cooperation with Cameron County and the City of Brownsville, plan to construct a second international bridge at the Veteran's International Bridge located at Los Tomates from the General Services Administration (GSA) Facilities in Brownsville, Cameron County, Texas, to the International Demarcation line on the Rio Grande, a

distance of approximately 0.26 miles. The proposed improvement would be constructed 32 feet downstream of the existing bridge within the existing 300-foot wide right-of-way (ROW) and would not require additional ROW. No displacement of individuals, families, farms or non-profit organizations are anticipated. The new bridge span would provide service to and a connection between Brownsville, Texas and H. Matamoros, Tamaulipas, Mexico. Cameron County and the City of Brownsville plans to submit an international bridge application for the proposed bridge to the Texas Transportation Commission.

The proposed bridge typical section would have an overall width of 56 feet consisting of four 12 feet wide travel lanes and a 5 feet wide security chain link fenced sidewalk for pedestrians. The proposed bridge approach roadway would consist of four 12' wide travel lanes, a sidewalk and shoulders with variable width. The bridge connection or the center bridge span would have an overall maximum width of 88 feet and would consist of two 12 feet wide travel lanes, a travel lane of variable width with a minimum from 12 feet to a maximum of 48 feet and a 5 feet wide security chain link fenced sidewalk for pedestrians. The proposed bridge on the U.S. side would be connected to a similar proposed bridge structure in the Mexico side. A mid-point connection of the two bridges would be constructed to provide flexibility in operation, maintenance, and security. Five bridge spans near the river would join the existing bridge to the proposed bridge. This transitional connection would allow for one bridge to be operational while maintenance is undertaken on the opposite bridge. This bridge connection section would allow traffic diversion from one bridge to another in case of an accident or emergency.

Approximately 0.406 acres of waters of the U.S. including wetlands would be impacted by the proposed improvements. The proposed project is located within the 100-year floodplain and would permit the conveyance of the 100-year flood without causing significant damage. Information about the tentative construction schedule can be obtained from the district office.

Location maps, design plans, schematic, environmental assessment and other available information concerning the proposed project are on file and available for viewing at the TxDOT District office (956) 702-6100 located at 600 W. U.S. Expressway 83 in Pharr. Copies can be obtained by submitting a written request to the Pharr District office. For your convenience, it