

activity, and an identification of all funding sources that will supplement the grant and be necessary to fully fund the project, and the anticipated dates on which the additional funds are to be made available. Public and private sources of funds (non-federal commitment) will be considered. State matching funds will be required for projects eligible under 120 U.S.C. (b).

- *Project Timeline (1 hour 30 minutes)*—That includes work to be completed and anticipated funding cycles. Gantt charts preferred
- *Environmental process (2 hours)*—Applicant should show the timeline for complying with the National Environmental Policy Act (NEPA), if applicable.
- *Project Map (1 hour)*—Consisting of schematic illustrations depicting the project and connecting transportation infrastructure.
- *Contact information for the State DOT, Local Agency or MPO (if applicable), FHWA Division Office (5 minutes)*—This requires providing a list of contacts and involves a nominal amount of time.

The total amount of time estimated to complete the application is 39 hours and 35 minutes.

Estimated Total Annual Burden Hours: 1187 hours and 30 minutes. It is estimated 30 applications will be processed annually.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA 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. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on November 20, 2009.

Tina Campbell,

Acting Chief, Management Programs, and Analysis Division.

[FR Doc. E9-28411 Filed 11-25-09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35318]

Gabriel D. Hall—Continuance in Control Exemption—U S Rail Corporation of New Jersey

Gabriel D. Hall (Hall), a noncarrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of U S Rail Corporation of New Jersey (U S RCNJ), upon U S RCNJ becoming a Class III rail carrier.

This transaction is related to the concurrently filed verified notices of exemption in: (1) STB Finance Docket No. 35310, *U S Rail Corporation of New Jersey—Lease Exemption—County of Salem, NJ*, wherein U S RCNJ seeks to lease from the County of Salem, NJ, an approximately 17.24 mile rail line between milepost 10.86 in Swedesboro, NJ, and milepost 28.10 in Salem, NJ (the line); and (2) STB Finance Docket No. 35317, *U S Rail Corporation—Operation Exemption—U S Rail Corporation of New Jersey*, wherein U S Rail Corporation, an affiliate of U S RCNJ, seeks to operate over the line.

The transactions are scheduled to be consummated on or after December 12, 2009 (30 days after the notices of exemption were filed).

Hall is a noncarrier that currently controls directly or indirectly through equity ownership two rail carriers: USRP and U S Rail Holding, LLC.

Mr. Hall states that: (1) The rail line to be acquired by lease does not connect with the lines of any other railroad controlled by Hall; (2) the continuance in control is not part of a series of anticipated transactions that would connect the rail line with any railroads controlled by Hall; and (3) the transaction does not involve a Class I railroad. 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 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 December 4, 2009 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 35318, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, a copy must be served on Eric M. Hocky, Thorp Reed & Armstrong, LLP, One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103.

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

Decided: November 23, 2009.

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

Kulunie L. Cannon,

Clearance Clerk.

[FR Doc. E9-28434 Filed 11-25-09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35310]

U S Rail Corporation of New Jersey—Lease Exemption—County of Salem, NJ

U S Rail Corporation of New Jersey (U S RCNJ), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to lease from the County of Salem, NJ (County), approximately 17.24 miles of the County's rail line (the Line), extending between milepost 10.86 in Swedesboro, NJ, and milepost 28.10 in Salem, NJ.¹

This transaction is related to the concurrently filed verified notices of exemption in: (1) STB Finance Docket No. 35317, *U S Rail Corporation—Operation Exemption—U S Rail Corporation of New Jersey*, whereby USRP has filed a verified notice of exemption to operate the line; and (2) STB Finance Docket No. 35318, *Gabriel D. Hall—Continuance in Control—U S Rail Corporation of New Jersey*, whereby Gabriel D. Hall has filed a verified notice of exemption to continue in control of U S RCNJ upon U S RCNJ becoming a Class III rail carrier.

U S RCNJ certifies that its projected annual revenues as a result of the

¹ U S RCNJ is contracting with its affiliate U S Rail Corporation (USRPN) to perform the operations on the line, with U S RCNJ retaining a residual common carrier obligation.