

section, including areas with no shoulders and a lack of turn lanes, as well as inadequate roadway and intersection capacity, lack of pedestrian/bicycle facilities and sharp curves. These deficiencies contribute to roadway crash incidences along the Marksheffel Road corridor. The proposed airport property is undeveloped and is not needed for present or future aviation purposes. The property will be sold at fair market value and the sponsor will reinvest the revenue into the airport. The property release conveyance will include appropriate continuing right of flight and continuing restriction clauses that will prohibit any activity on the land that would interfere with or be a hazard to the flight of aircraft over the land or to and from the airport, or that interferes with air navigation and communications facilities serving the airport.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon appointment and request, inspect the application, notice and other documents germane to the application in person at the Colorado Springs Airport.

Issued in Denver, Colorado, on June 2, 2015.

John P. Bauer,

Manager, Denver Airports District Office.

[FR Doc. 2015-13971 Filed 6-5-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2015-0036]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 of the Code of Federal Regulations (CFR), this provides the public notice that by a document dated February 27, 2015, the Union Pacific Railroad Company (UPRR) has petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232—Brake System Standards for Freight and Other Non-Passenger Trains and Equipment. Specifically, UPRR requests to extend the mileage limits specified for certain designated extended haul trains. See 49 CFR 232.213—Extended haul trains. FRA assigned the petition docket number FRA-2015-0036.

In its petition, UPRR requests relief allowing for the moderate extended

movement of trains to operate beyond the 1,500 mile limit specified in section 232.213 (a list of the proposed extended haul trains is posted to the docket at FRA-2015-0036-0001 in Appendix A to UPRR's petition). UPRR states that the requested relief will ensure they continue to meet customer and national expectation for deliveries of coal, grain, intermodal and other commodities while safely allowing for improved fluidity with increased velocity. UPRR notes that similar relief was granted to BNSF Railway in docket number FRA-2006-24812. UPRR further states that its proposal will result in a moderate mileage increase of between 21 and 180 additional miles beyond the present 1,500 mile limit, which would involve less than 2 percent of UPRR daily train originations.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the Department of Transportation's Docket Operations Facility, 1200 New Jersey Ave. SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by July 23, 2015 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written

communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy. See also <http://www.regulations.gov/#!privacyNotice> for the privacy notice of regulations.gov.

Issued in Washington, DC, on June 1, 2015.

Ron Hynes,

Director of Technical Oversight.

[FR Doc. 2015-13848 Filed 6-5-15; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. EP 682 (Sub-No. 6)]

2014 Tax Information for Use in the Revenue Shortfall Allocation Method

AGENCY: Surface Transportation Board.

ACTION: Notice.

SUMMARY: The Board is publishing, and providing the public an opportunity to comment on, the 2014 weighted average state tax rates for each Class I railroad, as calculated by the Association of American Railroads (AAR), for use in the Revenue Shortfall Allocation Method (RSAM).

DATES: Comments are due by July 8, 2015. If any comment opposing AAR's calculation is filed, AAR's reply will be due by July 28, 2015. If no comments are filed by the due date, AAR's calculation of the 2014 weighted average state tax rates will be automatically adopted by the Board, effective July 9, 2015.

ADDRESSES: Comments may be submitted either via the Board's e-filing format or in traditional paper format. Any person using e-filing should attach a document and otherwise comply with the instructions at the E-FILING link on the Board's Web site at <http://www.stb.dot.gov>. Any person submitting a filing in the traditional paper format should send an original and 10 copies referring to Docket No. EP 682 (Sub-No. 6) to: Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001.

FOR FURTHER INFORMATION CONTACT:

Jonathon Binet, (202) 245-0368. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at (800) 877-8339.

SUPPLEMENTARY INFORMATION: The RSAM figure is one of three benchmarks that together are used to determine the reasonableness of a challenged rate under the Board’s *Simplified Standards for Rail Rate Cases*, EP 646 (Sub-No. 1) (STB served Sept. 5, 2007),¹ as further revised in *Simplified Standards for Rail Rate Cases—Taxes in Revenue Shortfall Allocation Method*, EP 646 (Sub-No. 2) (STB served Nov. 21, 2008). RSAM is

intended to measure the average markup that the railroad would need to collect from all of its “potentially captive traffic” (traffic with a revenue-to-variable-cost ratio above 180%) to earn adequate revenues as measured by the Board under 49 U.S.C. 10704(a)(2) (*i.e.*, earn a return on investment equal to the railroad industry cost of capital). *Simplified Standards—Taxes in RSAM*, slip op. at 1. In *Simplified Standards—Taxes in RSAM*, slip op. at 3, 5, the Board modified its RSAM formula to account for taxes, as the prior formula mistakenly compared pre-tax and after-tax revenues. In that decision, the Board stated that it would institute a separate proceeding in which Class I railroads

would be required to submit the annual tax information necessary for the Board’s annual RSAM calculation. *Id.* at 5–6.

In *Annual Submission of Tax Information for Use in the Revenue Shortfall Allocation Method*, EP 682 (STB served Feb. 26, 2010), the Board adopted rules to require AAR—a national trade association—to annually calculate and submit to the Board the weighted average state tax rate for each Class I railroad. *See* 49 CFR 1135.2(a). On May 29, 2015, AAR filed its calculation of the weighted average state tax rates for 2014, listed below for each Class I railroad:

WEIGHTED AVERAGE STATE TAX RATES
[In percent]

Railroad	2014	2013	% Change
BNSF Railway Company	5.478	5.510	-0.032
CSX Transportation, Inc	5.398	5.486	-0.088
Grand Trunk Corporation	8.058	8.066	-0.008
The Kansas City Southern Railway	5.746	5.762	-0.016
Norfolk Southern Combined	5.713	5.821	-0.108
Soo Line Corporation	8.092	7.289	0.803
Union Pacific Railroad Company	5.885	5.929	-0.044

Any party wishing to comment on AAR’s calculation of the 2014 weighted average state tax rates should file a comment by July 8, 2015. *See* 49 CFR 1135.2(c). If any comments opposing AAR’s calculations are filed, AAR’s reply will be due by July 28, 2015. *Id.* If any comments are filed, the Board will review AAR’s submission, together with the comments, and serve a decision within 60 days of the close of the record that either accepts, rejects, or modifies AAR’s railroad-specific tax information. *Id.* If no comments are filed by July 8, 2015, AAR’s submitted weighted average state tax rates will be automatically adopted by the Board, effective July 9, 2015. *Id.*

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Decided: June 3, 2015.

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

Brendetta S. Jones,
Clearance Clerk.

[FR Doc. 2015-13905 Filed 6-5-15; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF THE TREASURY

Bureau of the Fiscal Service

Proposed Collection of Information: Disposition of Treasury Securities Belonging to a Decedent’s Estate Being Settled Without Administration

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 a proposed and/or continuing information collection, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently the Bureau of the Fiscal Service within the Department of the Treasury is soliciting comments concerning the “Disposition of Treasury Securities Belonging To A Decedent’s Estate Being Settled Without Administration.”

DATES: Written comments should be received on or before August 7, 2015 to be assured of consideration.

ADDRESSES: Direct all written comments and requests for further information to Bureau of the Fiscal Service, Bruce A.

Sharp, 200 Third Street A4-A, Parkersburg, WV 26106-1328, or bruce.sharp@fiscal.treasury.gov.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form(s) and instructions should be directed to Ron Lewis; 200 Third Street Room 515, Parkersburg, WV 26106-1328, or ron.lewis@fiscal.treasury.gov.

SUPPLEMENTARY INFORMATION:

Titles: Disposition of Treasury Securities Belonging To A Decedent’s Estate Being Settled Without Administration.

OMB Number: 1530-0055 (Previously approved as 1535-0118 as a collection conducted by Department of the Treasury/Bureau of the Public Debt.)

Transfer of OMB Control Number: The Bureau of Public Debt (BPD) and the Financial Management Service (FMS) have consolidated to become the Bureau of the Fiscal Service (Fiscal Service). Information collection requests previously held separately by BPD and FMS will now be identified by a 1530 prefix, designating Fiscal Service.

Form Number: FS Form 5336.

Abstract: The information is collected from a voluntary representative of a decedent’s estate to support a request for disposition of United States Treasury

¹ *Aff’d sub nom. CSX Transp., Inc. v. STB*, 588 F.3d 236 (D.C. Cir. 2009), and vacated in part on

reh’g, CSX Transp., Inc. v. STB, 584 F.3d 1076 (D.C. Cir. 2009).