services will impact motor vehicle and highway safety and health outcomes?

(B5) How can the development and implementation of crash notification technologies (*i.e.,* automatic advanced crash notification) and crash victim triage protocols impact health outcomes related to motor vehicle crashes?

(B6) What changes do you envision in automation, information management, and workplace alternatives (*e.g.,* telecommuting)? How will these activities impact highway safety and commuting and travel behaviors?

(B7) What changes in law enforcement practices and technologies might impact highway safety?

(B8) How will technology affect driving behavior? What issues related to vehicle/driver interaction could affect safety? What issues should NHTSA research?

C. Institutional Relationships

(C1) How do you and/or your organization (include organization's name) interact with NHTSA? Please explain the dynamics of this relationship.

(C2) How could NHTSA strengthen its relationship with your organization and with other organizations and institutions engaged in traffic safety programs?

D. NHTSA's Role and Mission

(D1) In your view, should there be major changes in NHTSA's role/mission in the future?

(D2) What are NHTSA's strengths and weaknesses?

(D3) How can NHTSA have a greater impact in the reduction of injury and loss of life on the nation's highways?

(D4) What is NHTSA doing well and not well? How can NHTSA improve the way it does business or provides customer service? Please identify possible improvements or ideas for doing better.

(D5) What should NHTSA's role in international highway safety be? How should NHTSA be involved in international global road safety efforts? What opportunities exist for NHTSA to learn from highway safety initiatives in other countries?

(D6) What mechanisms should NHTSA consider using for communication with the public?

Request for Comments

How Do I Prepare and Submit Comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the Docket number of this document (2010–2015 Strategic Planning, XXXX) in your comments.

Please send two paper copies of your comments to Docket Management or submit them electronically. The mailing address is Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590. If you submit your comments electronically, log onto the *Federal eRulemaking Portal:* Go to *http://www.regulations.gov.* Follow the online instructions for submitting comments.

How Can I Be Sure That My Comments Were Received?

If you wish Docket Management to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, Docket Management will return the postcard by mail.

How Do I Submit Confidential Business Information?

If you wish to submit any information under a claim of confidentiality, send three copies of your complete submission, including the information you claim to be confidential business information, to the Chief Counsel, NCC–01, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590. Include a cover letter supplying the information specified in our confidential business information regulation (49 CFR Part 512).

In addition, send two copies from which you have deleted the claimed confidential business information to Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590.

Will the Agency Consider Late Comments?

NHTSA will consider all comments that Docket Management receives before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that Docket Management receives after that date.

Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material.

How Can I Read the Comments Submitted by Other People?

You may read the comments by visiting Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC from 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. You may also see the comments on the Internet by taking the following steps:

(1) Go to *http://www.regulations.gov.*

(2) On that page, in the field marked ''search,'' type in the docket number provided at the top of this document.

(3) The next page will contain results for that docket number; it may help you to sort by ''Date Posted: Oldest to Recent.''

(4) On the results page, click on the desired comments. You may download the comments. However, since the comments are imaged documents instead of word processing documents, the downloaded comments may not be word searchable.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, *etc.*). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit *http://www.dot.gov/privacy.html.*

Gregory Walter,

Senior Associate Administrator for Policy and Operations.

[FR Doc. E9–26658 Filed 11–4–09; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA 2009–0112]

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

AGENCY: Federal Highway Administration (FHWA), DOT

ACTION: Notice and request for comments.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for the renewal of a currently approved information collection that is summarized below

under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by January 4, 2010.

ADDRESSES: You may submit comments identified by DOT Docket ID Number FHWA–2009–0112, by any of the following methods:

Web Site: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to *http://www.regulations.gov.* Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except on Federal Holidays.

FOR FURTHER INFORMATION CONTACT: For questions concerning the National Historic Covered Bridge Preservation Program (NHCBP), please contact Mr. Everett Mattias, Office of Bridge Technology, HIBT–30, at (202) 366–6712, FAX (202) 366–3077, or e-mail *everett.mattias@dot.gov.* For legal questions, please contact Mr. Robert Black, Office of the Chief Counsel, (202) 366–1359, *robert.black@.dot.gov;* Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m. Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: National Historic Covered Bridge Preservation Program.

OMB Control Number: 2125–0609.

Frequency: Annual.

Respondents: The 50 State DOTs, Puerto Rico and the District of Columbia.

Background: Covered bridges are unique structures embodying character, functionality and historical prominence. The National Historic Covered Bridge Preservation Program has been established to find comprehensive and proven means of maintaining the ability of these vestiges of our bridge-building heritage to continue to serve current and future generations. The program was originally established under section 1224 of TEA–21 and continued under Section 1804 of SAFETEA–LU. The legislation authorizes $10 million annually to be appropriated for each fiscal year between FY 2006 and FY 2009. The program has been authorized for continuation under the current continuing resolution. The program is established to provide grants to States for rehabilitation, repair and preservation of historic covered bridges and to enable the Secretary of Transportation to perform research and initiate education programs on historic covered bridges.

Projects eligible for grants include rehabilitation and repair together with preservation through: installation of fire protection systems, including a fireproofing or fire detection system and sprinklers, installation of a system to prevent vandalism and arson, or relocation of a bridge to a preservation site. The statute requires that, to the maximum extent practicable, grant projects are carried out in the most historically appropriate manner, preserve the existing structure of the historic covered bridge, and provide for the replacement of wooden components with wooden components, unless the use of wood is impracticable for safety reasons.

Research and education activities include the collection and dissemination of information on historic covered bridges; conducting educational programs relating to the history and construction techniques of historic covered bridges; conducting research on the history of historic covered bridges; and conducting research on, and study techniques for, protecting historic covered bridges from rot, fire, natural disasters, or weight-related damage.

Guidelines and Administration

To administer this program, the FHWA will collect information necessary to evaluate and rank projects. The information collection was developed considering public input [1] and is intended to only address the project funding allotted through the program. Research funding will be administered separately through the FHWA Office of Infrastructure Research and Development (R&D) at the Turner Fairbank Highway Research Center, who will also administer the research and education activities. The FHWA Office of Bridge Technology will administer the grant program to assist the States in their efforts to rehabilitate, repair or preserve the Nation's historic covered bridges, which are listed or eligible for listing on the National Register of Historic Places. The FHWA will award grants based on applications received and funds available through accompanying appropriations legislation.

[1] Implementation Guidance for the National Historic Covered Bridge Preservation Program, August 23, 2000; 65 FR 51401.

Information Proposed for Collection

Information recommended under TEA–21 and proposed for the current program includes the following:

- State's Priority Ranking;
- National Bridge Inventory (NBI) Structure Number;
- Bridge Name;
- Description of Location;
- Congressional District and Representative;
- Year Built;
- Whether the structure is on or eligible for listing on the National Register of Historic Places and description of the qualities that qualify the bridge for the National Register;
- Structure description (*e.g.,* number of spans, length, width, design type, description of decking, beams/stringers, sides and roof, wood species, wood preservation system in use, builder, traffic carried, etc.);
- General plan and elevation;
- Description of previous repair work (description, year, etc.);
- Description of proposed work including wood preservative system, fire protection, vandalism and arson prevention systems to be used;
- Indication of whether the State has a historic bridge inventory/management plan accepted by the State Historic Preservation Officer (SHPO). A programmatic agreement for historic bridges with the SHPO, FHWA and the Advisory Counsel on Historic Preservation (ACHP) may substitute;
- Description of whether the SHPO has reviewed and certified this project is warranted in accordance with the SHPO's statewide historic preservation plan; how it benefits statewide preservation efforts; how it enhances cultural tourism or enhances the history/economic development of the community; and other benefits upon successful completion of this project;
- Amount of State or local government matching funds or other resources (donated materials or labor may qualify);
- A statement addressing when the project is completed, and if the bridge will meet the current State or AASHTO standards for the roadway classification that it carries;
- Plan for documentation of the bridge and the work performed;
- Scheduled start and completion date for the project (month and year); and
- Contact information for the State DOT, Local Agency (if applicable), FHWA Division Office, and SHPO.

As indicated above, the FHWA has developed a template for the application. The application may be made based on this template provided by the FHWA including this information. This template is available through the FHWA Division Offices and through the FHWA Office of Bridge Technology and is available at the following URL: *http://www.fhwa.dot.gov/bridge/022803a.htm#application.* The template is not required but rather is provided for convenience of the applicants.

Burden Hours for Information Collection

Burden hour estimates and discussions are provided for each item presented and required within the application submittal process.

- State's Priority Ranking; 30 minutes.
  - The priority ranking will be performed by the submitting agency. Given that a small number of applications will be submitted by an individual State, the prioritization process will be limited and 30 minutes is conservatively assumed to include any potential discussion.
- NBI Structure Number; 5 minutes.
  - Projects submitted must be legally defined as a ''bridge'' and must be located on a public road. With this constraint, each structure will already have an NBI Structure Number assigned.
- Bridge Name; 5 minutes.
  - A description of the bridge may be included in the NBI database; however, this may or may not be the commonly referenced name used locally. A burden of 5 minutes is assumed to permit the applicant to review the NBI record and any additional documentation to isolate the common bridge name.
- Description of Location; 10 minutes.
  - The location is already included in the NBI database. A burden of 10 minutes is provided assuming that the applicant will elaborate on the location information.
- Congressional District and Representative; 5 minutes.
  - The location of the bridge will be known from the information in the NBI database. A 5-minute burden is specified assuming that the applicant will have to cross reference the location with Congressional district maps. This time would be negligible if the State has employed a GIS system including the infrastructure information and the political boundaries.
- Year Built; 5 minutes.
  - The year built is already recorded in the National Bridge Inventory.
- Whether the structure is on or eligible for listing on the National Register of Historic Places and description of the qualities that qualify the bridge for the National Register; 15 minutes.
  - The NBI record indicated whether the structure is located on or eligible for the National Register of Historic Places. The 15-minute burden is assumed to allow the applicant to describe the qualities that qualify the bridge for the National Register.
- Structure description (*e.g.,* number of spans, length, width, design type, description of decking, beams/stringers, sides and roof, wood species, wood preservation system in use, builder, traffic carried, etc.); 15 minutes.
  - Most of this information will be included within the NBI database or on the inspection reports. 15 minutes is assumed for the applicant to synthesize information.
- General plan and elevation; 5 minutes.
  - This information is available for structures that have been placed on the National Register of Historic Places or for those which are eligible and have applications complete. This information is also available for projects that have completed conceptual and preliminary engineering and design.
- Description of previous repair work (description, year, etc.); 15 minutes.
  - This information is available from bridge inspection reports and bridge files located within the State Transportation Agency. Time estimated is intended for synthesis of information from other sources.
- Description of proposed work including wood preservative system, fire protection, vandalism and arson prevention systems to be used; 15 minutes.
  - This information will be established by the need when identified and the details will be identified through the conceptual and preliminary engineering process, which is done independently. A 15-minute burden is assumed to synthesize the existing information.
- Indication of whether the State has a historic bridge inventory/management plan accepted by the SHPO. A programmatic agreement for historic bridges with the SHPO, FHWA and the ACHP may substitute; 5 minutes.
  - This item is readily obtained through contact with the SHPO.
- Description of whether the SHPO has reviewed and certified this project is warranted in accordance with the SHPO's statewide historic preservation plan; how it benefits statewide preservation efforts; how it enhances cultural tourism or enhances the history/economic development of the community; and other benefits upon successful completion of this project; 45 minutes.
  - This information is readily obtained through contact with the SHPO. A total of 45 minutes includes time for the State Historic Preservation Officer to review the project, in relation to the statewide preservation efforts, to articulate the benefits, and to document the findings.
- Amount of State or local government matching funds or other resources (donated materials or labor may qualify); 5 minutes.
  - A nominal amount of time is required to document the matching funds and amounts.
- When the project is complete, will the bridge meet the current State or AASHTO standards for the roadway classification that it carries; 5 minutes.
  - A nominal amount of time is required to ascertain and identify whether the bridge will meet the standards for the roadway classification as any exception to the standard will be identified through the preliminary engineering process and already documented.
- Plan for documentation of the bridge and the work performed; 15 minutes.
  - A plan for documentation is encouraged. Typically, each State Transportation Agency will already have a process in place to document work performed. Applicants are encouraged to identify any additional requirements warranted for these historical structures and to articulate the overall plan within the application.
- Scheduled start and completion date for the project (month and year); 5 minutes.
  - This will be determined through other processes that are performed independent of this program, including preliminary engineering and the STIP process. The available information must be synthesized on the application, which takes a nominal amount of time.
- Contact information for the State DOT, Local Agency (if applicable), FHWA Division Office, and SHPO: 5 minutes.
  - This requires providing a list of contacts and involves a nominal amount of time.

Individual Respondent Burden: The total amount of time estimated to complete the report is 3½ hours.

Estimated Total Annual Burden Hours: 105 hours (FHWA estimates receiving 30 reports from the State Transportation Departments).

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 estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that burdens could be minimized, including 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: October 30, 2009.

Judith Kane,

Acting Chief, Management Programs and Analysis Division.

[FR Doc. E9–26669 Filed 11–4–09; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at the Gunnison-Crested Butte Regional Airport, Gunnison, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of request to release airport property.

SUMMARY: The FAA proposes to rule and invite public comment on the release of land at the Gunnison-Crested Butte Regional Airport under the provisions of Section 47125(a) of Title 49 United States Code (U.S.C.).

DATES: Comments must be received on or before December 7, 2009.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Mr. Craig A. Sparks, Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Denver Airports District Office, 26805 E. 68th Ave., Suite 224, Denver, Colorado, 80249.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. John DeVore, Airport Manager, 519 West Rio Grande, Gunnison, Colorado 81230.

FOR FURTHER INFORMATION CONTACT: Mr. Chris Schaffer, Project Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Denver Airports District Office, 26805 E. 68th Ave., Suite 224, Denver, Colorado 80249.

The request to release property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release property at the Gunnison-Crested Butte Regional Airport under the provisions of Section 47 125(a) of Title 49 United States Code (U.S.C.). On October 16, 2009, the FAA determined that the request to release property at the Gunnison-Crested Butte Regional Airport submitted by the County of Gunnison, Colorado met the procedural requirements of the Federal Aviation Regulations, Part 155. The FAA may approve the request, in whole or inpart, no later than December 7, 2009.

The following is a brief overview of the request:

The County of Gunnison, Colorado requests the release of 160 acres of non-aeronautical airport property, otherwise known as Parcel 41 of the Gunnison-Crested Butte Regional Airport. The purpose of this release is to allow non-aviation related development of the parcel. The sale of this parcel will provide funds for airport improvements.

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

In addition, any person may, inspect the application, notice and other documents germane to the application in person at the Gurmison-Crested Butte Regional Airport, 519 West Rio Grande, Gunnison, Colorado, 81230.

Issued in Denver, Colorado, on October 16, 2009.

Craig A. Sparks,

Manager, Denver Airports District Office.

[FR Doc. E9–26481 Filed 11–4–09; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection; Comment Request for Form 8870

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 collections, as required by the Paperwork Reduction Act of 1995, Public Law 104–13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Form 8870, Information Return for Transfers Associated With Certain Personal Benefit Contracts.

DATES: Written comments should be received on or before January 4, 2010 to be assured of consideration.

ADDRESSES: Direct all written comments to Glenn Kirkland Internal Revenue Service, room 6242, 1111 Constitution Avenue, NW., Washington, DC 20224.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form and instructions should be directed to R. Joseph Durbala at Internal Revenue Service, room 6129, 1111 Constitution Avenue, NW., Washington, DC 20224, or at (202) 622–3634, or through the Internet at *RJoseph.Durbala@irs.gov.*

SUPPLEMENTARY INFORMATION:

Title: Information Return for Transfers Associated with Certain Personal Benefit Contracts.

OMB Number: 1545–1702.

Form Number: 8870.

Abstract: Section 537 of the Ticket to Work and Work Incentives Improvement Act of 1999 added section 170(f)(10) to the Internal Revenue Code. Section 170(f)(10)(F) requires an organization to report annually: (1) Any premiums paid after February 8, 1999, to which section 170(f)(10) applies; (2) the name and taxpayer identification number (TIN) of each beneficiary under each contact to which the premiums related; and (3) any other information the Secretary of the Treasury may require. A charitable organization described in section 170(c) or a charitable remainder trust described in section 664(d) that paid premiums after February 9, 1999, or certain life insurance, annuity, and endowment contracts (personal benefit contracts) must complete and file Form 8870.

Current Actions: There are no changes being made to the form at this time.

Type of Review: Extension of a currently approved collection.

Affected Public: Business or other for-profit institutions.

Estimated Number of Respondents: 5,000.

Estimated Time per Respondent: 14 hours, 50 minutes.

Estimated Total Annual Burden Hours: 74,200.

The following paragraph applies to all of the collections of information covered by this notice:

An agency may not conduct or sponsor, and a person is not required to