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For any proposals submitted electronically containing business confidential information, the file name of the business confidential version should begin with the characters “BC”. Any page containing business confidential information must be clearly marked “BUSINESS CONFIDENTIAL” on the top of that page. Filers of submissions containing business confidential information must also submit a public version of their proposals. The file name of the public version should begin with the character “P”. The “BC” and “P” should be followed by the name of the person or entity submitting the proposal. Filers submitting proposals containing no business confidential information should name their file using the character “P”, followed by the name of the person or entity submitting the comment or proposal.

Please do not attach separate cover letters to electronic submissions; rather, include any information that might appear in a cover letter in the proposals themselves. Similarly, to the extent possible, please include any exhibits, annexes, or other attachments in the same file as the submission itself, not as separate files.

USTR strongly urges submitters to file proposals through <http://www.regulations.gov>, if at all possible. Any alternative arrangements must be made with Ms. Blue in advance of transmitting a proposal. Ms. Blue should be contacted at (202) 395-3475. General information concerning the Office of the United States Trade Representative may be obtained by accessing its Internet Web site (<http://www.ustr.gov>).

**Carmen Suro-Bredie,**

*Chairman, Trade Policy Staff Committee.*

[FR Doc. 2010-16756 Filed 7-8-10; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35385]

#### Oregon International Port of Coos Bay—Acquisition Exemption—Rail Line of Union Pacific Railroad Company in Coos County, OR

The Oregon International Port of Coos Bay (Port), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire approximately 22.37 miles of rail line, known as the Coquille Branch,<sup>1</sup> from Union Pacific Railroad Company in Coos County, Or. The line extends between milepost 763.13, in Cordes, where it connects to track currently owned by the Port, and milepost 785.5, in Coquille, the end of the line.

The Port certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class II or Class I rail carrier and further certifies that its projected annual revenue will not exceed \$5 million.

The earliest this transaction may be consummated is July 23, 2010, the effective date of the exemption (30 days after the exemption was filed).

If the 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 transaction. Petitions for stay must be filed no later than July 16, 2010 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. 35385, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Sandra L. Brown, 1920 N Street, NW., Suite 800, Washington, DC 20036.

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

Decided: July 2, 2010.

<sup>1</sup> The Port states that rail operations are currently suspended because the previous operator, Central Oregon & Pacific Railroad, Inc. (CORP), issued an embargo in 2007 and later obtained discontinuance authority over the line. See *Central Oregon & Pacific Railroad, Inc.—Abandonment and Discontinuance of Service—in Coos, Douglas, and Lane Counties, Or.*, Docket No. AB 515 (Sub-No. 2) (served Oct. 31, 2008). The Port further states that the line is not currently in operable condition, and thus significant repairs are required. Once the line becomes operational, the Port plans to have a third-party operator in place to provide service.

By the Board, Joseph H. Dettmar, Acting Director, Office of Proceedings.

**Kulunie L. Cannon,**  
*Clearance Clerk.*

[FR Doc. 2010-16593 Filed 7-8-10; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of Noise Compatibility Program for Modesto City-County Airport, Modesto, CA

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the City of Modesto under the provisions of Title I of the Aviation Safety and Noise Abatement Act, as amended, (Pub. L. 96-193) (hereinafter referred to as “the Act”) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On January 9, 2009, the FAA determined that the noise exposure maps submitted by the City of Modesto under Part 150 were in compliance with applicable requirements.

**DATES:** *Effective Date:* The effective date of the FAA’s approval of the Noise Compatibility Program for Modesto City-County Airport is June 2, 2010.

**FOR FURTHER INFORMATION CONTACT:** Camille Garibaldi, Environmental Protection Specialist, FAA Western-Pacific Region, San Francisco Airports District Office, 831 Mitten Road, Suite 210, Burlingame, California, telephone number (650) 876-2778 extension 613. Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to the Noise Compatibility Program for Modesto City-County Airport, effective June 2, 2010. Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979, as amended (herein after referred to as the “Act”) [recodified as 49 U.S.C. 47504], an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the Noise Exposure