

mechanical, or other technological collection techniques or other forms of information technology, *e.g.*, permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information for which the agency is seeking approval from OMB:

*Title:* 49 CFR 575—Consumer Information Regulations (sections 103 and 105) Qualitative Research.

*OMB Control Number:* Not Assigned.

*Form Number:* None.

*Affected Public:* Passenger vehicle consumers.

*Requested Expiration Date of Approval:* Three years from approval date.

*Abstract:* The Energy Independence and Security Act of 2007 (EISA), enacted in December 2007, included a requirement that the National Highway Traffic Safety Administration (NHTSA) develop a consumer information and education campaign to improve consumer understanding of automobile performance with regard to fuel economy, Greenhouse Gases (GHG) emissions and other pollutant emissions; of automobile use of alternative fuels; and of thermal management technologies used on automobiles to save fuel. A critical step in developing the consumer information program is to conduct proper market research to understand consumers' knowledge surrounding these issues, evaluate potential consumer-facing messages in terms of clarity and understand the communications channels in which these messages should be present. The research will allow NHTSA to refine messaging to enhance comprehension and usefulness and will guide the development of an effective communications plan. NHTSA proposes a multi-phased research project to gather the data and apply analyses and results from the project to develop the consumer information program and education campaign.

*Estimated Annual Burden:* 128.

*Number of Respondents:* 64.

NHTSA will conduct two research phases. For the first phase, which this notice addresses, NHTSA will conduct one type of qualitative research. This research project will consist of two (2) focus groups in four (4) cities. Each group will have eight (8) participants and will last two (2) hours for a total of 128 participant hours. The results of this research phase, as well as comments received to a separate notice published today, will be used to finalize the content of an online survey NHTSA will conduct in a second research phase.

The estimated annual burden hour for the first phase of research is 128 hours. Based on the Bureau of Labor and Statistics' median hourly wage (all occupations) in the May 2009 National Occupational Employment and Wage Estimates, NHTSA estimates that it will take an average of \$15.95 per hour for professional and clerical staff to gather data, distribute and print material. Therefore, the agency estimates that the cost associated with the burden hours is \$2,041.60 (\$15.95 per hour × 128 burden hours).

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued on: August 30, 2010.

**Gregory A. Walter,**

*Senior Associate Administrator, Policy and Operations.*

[FR Doc. 2010-22008 Filed 9-2-10; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236, as detailed below.

#### Docket Number FRA-2010-0134

*Applicant:* Mr. James V. Samuelson, Deputy General Manager—Safety & Training, New Jersey Transit, One Penn Plaza East, Newark, New Jersey 07105-2246.

The New Jersey Transit (NJT) seeks relief from the 2 year periodic testing requirements of the Rules, Standards, and Instructions, Title 49 CFR part 236, §§ 236.377 Approach Locking, 236.378 Time Locking, 236.379 Route Locking,

236.380 Indication Locking, and 236.381 Traffic Locking, on vital microprocessor-based systems. NJT proposes to verify and test signal locking systems controlled by microprocessor-based equipment by use of alternative procedures every 4 years after initial baseline testing or program change as follows:

- Verification of the Cyclic Redundancy Check (CRC)/Check Sum/Universal Control Number (UNC) of the existing location's specific application logic to the previously tested version.

- Testing the appropriate interconnection to associated signaling hardware equipment outside the processor (switch indication, track indication, signal indication, approach locking (if external)) to verify correct and intended inputs to and outputs from the processor are maintained.

- Analyzing and comparing the results of the 4 year alternative testing with the results of the baseline testing performed at the location and submit the results to FRA.

- All records of locking tests will identify the method used (*i.e.*, conventional, baseline, or subsequent alternative method).

Applicant's justification for relief: Many of NJT's interlocking, controlled points and other locations are controlled by solid-state vital microprocessor-based systems. These systems utilize programmed logic equations in lieu of relays and other mechanical components for control of both vital and non-vital functions. The logic does not change once a microprocessor-based system has been tested. Locking tests are documented on installation.

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 (*e.g.*, Waiver Petition Docket Number FRA-2010-0134) 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., Room 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 within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://www.regulations.gov>.

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 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).

Issued in Washington, DC on August 30, 2010.

**Robert C. Lauby,**

*Deputy Associate Administrator for Regulatory and Legislative Operations.*

[FR Doc. 2010-22006 Filed 9-2-10; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236, as detailed below.

#### [Docket Number FRA-2010-0130]

*Applicant*: Mr. Geoffrey P. Hubbs, Chief Engineer Signals, New Jersey Transit, One Penn Plaza East, Newark, New Jersey 07105-2246.

The New Jersey Transit (NJT) seeks approval of the proposed discontinuance and removal of six

power-operated derails at Lower Hack Interlocking at milepost (MP) 2.7 on the Morristown Line, Hoboken Division. The existing facility is a remotely-controlled movable bridge interlocking located within a traffic control system on either side of the bridge on three main tracks.

NJT is the owner and operator of the line. The Norfolk Southern Corporation and Morristown and Erie Railway, Inc. operate local freight service on this portion of the line.

The reason given for the proposed changes is to improve reliability and retire facilities no longer required for present train operations.

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 (e.g., Waiver Petition Docket Number FRA-2010-0130) 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., Room 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 within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://www.regulations.gov>.

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 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).

Issued in Washington, DC, on August 31, 2010.

**Robert C. Lauby,**

*Deputy Associate Administrator for Regulatory and Legislative Operations.*

[FR Doc. 2010-22101 Filed 9-2-10; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Skowhegan and Madison, Somerset County, ME

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

**ACTION**: Notice of Intent to Terminate (Withdraw) EIS.

**SUMMARY**: The FHWA is issuing this notice to advise the public that the Environmental Impact Statement (EIS) process for a proposed highway project examining both new highway alignments and infrastructure improvements to enhance transportation mobility and accessibility through and around Skowhegan in the Towns of Skowhegan and Madison, Maine is terminated (withdrawn). The original Notice of Intent for this EIS process was published in the **Federal Register** on November 29, 2005.

**FOR FURTHER INFORMATION CONTACT**: Mark Hasselmann, Right of Way and Environmental Programs Manager, Federal Highway Administration, Maine Division, 40 Western Avenue, Augusta, Maine 04330, Telephone (207) 622-8350, extension 103; or Judy Lindsey, Project Manager, Maine Department of Transportation, State House Station 16, Augusta, Maine 04333-0016, Telephone (207) 624-3291.

**SUPPLEMENTARY INFORMATION**: The FHWA, in cooperation with the Maine Department of Transportation (MaineDOT), has terminated the EIS process begun in 2005 to address mobility and accessibility needs through and around Skowhegan, Somerset County, Maine. Work on the EIS is being discontinued due to adverse economic and environmental impacts, lack of community support, and a lack of design and construction funds. Therefore, the EIS for this project has been terminated. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations