

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, 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 public comment on the following proposed collection of information:

*Title:* Focus Groups for Traffic Safety Programs, Interventions and Countermeasures.

*Type of Request:* New generic information collection request.

*OMB Clearance Number:* N/A.

*Form Number:* This collection of information uses no standard forms.

*Requested Expiration Date of Approval:* May 31, 2013.

*Summary of the Collection of Information:* The National Highway Traffic Safety Administration (NHTSA) anticipates the needs to periodically conduct focus group sessions to refine its efforts to reduce traffic injuries and fatalities. Session participation would be voluntary and compensated with a \$75 honorarium. Focus group topics will include: strategic messaging (e.g., slogans or advertisement concepts concerning seat belt use, impaired driving, driver distraction or tire pressure monitoring), problem identification (e.g., discussions with high-risk groups on beliefs, attitudes, driving behaviors, or reactions to interventions and countermeasures), and resource development (e.g., testing materials designed to communicate essential information about traffic safety issues such as vehicle or equipment performance rating systems). The purpose of the generic clearance request is to obtain approval for NHTSA's general approach to conducting focus group research. NHTSA will submit an individual Information Collection Request (ICR), detailing the specific nature and methodology of planned focus group sessions, to the Office of Management and Budget (OMB) prior to any collection activity covered under this generic clearance.

*Description of the Need for the Information and Proposed Use of the Information*—The National Highway Traffic Safety Administration (NHTSA) was established by the Highway Safety

Act of 1970 (23 U.S.C. 101) to carry out a Congressional mandate to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. In support of this mission, NHTSA anticipates the occasional need to conduct focus group sessions in order to develop and refine effective interventions and countermeasures.

NHTSA will use the findings from focus group sessions to help focus current programs, interventions and countermeasures in order to achieve the greatest benefit in decreasing crashes and resulting injuries and fatalities, and provide informational support to States, localities, and law enforcement agencies that will aid them in their efforts to reduce traffic crashes.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—Each year NHTSA anticipates conducting 100 focus groups sessions. Likely respondents are licensed drivers 18 years of age and older who have not participated in a previous focus group session.

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information*—Each of the 100 focus group sessions will consist of 10 participants on average and last approximately 80 minutes. Participants will be recruited by intercept or telephone using a brief screening questionnaire estimated to take no more than 10 minutes. Therefore, the estimated annual burden is 1500 hours. The respondents would not incur any reporting cost from the information collection. The respondents also would not incur any record keeping burden or record keeping cost from the information collection.

**Authority:** 44 U.S.C. Section 3506(c)(2)(A).

Issued on: February 19, 2010.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

[FR Doc. 2010-3656 Filed 2-23-10; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Civil Supersonic Aircraft Panel Discussion

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of meeting participation.

**SUMMARY:** This notice advises interested persons that the FAA is participating in a panel session on civil supersonic aircraft research. The session will include presentations on current research programs and a question and answer session for attendees. The FAA is seeking to raise public awareness of the continuing technological advances in supersonic aircraft technology aimed at reducing the intensity of sonic boom.

**DATES:** The public session will take place on Wednesday, April 21, 2010. The panel discussion is from 7 p.m. to 8:30 p.m. in Baltimore, Maryland.

**ADDRESSES:** The symposium is sponsored by the joint meeting of the 159th Acoustical Society of America and NOISE-CON 2010 and it will be held at the Baltimore Marriott Waterfront Hotel, Grand Ballroom V, 700 Aliceanna Street, Baltimore, MD 21202. Attendance is open to all interested parties, and there are no fees to attend this session.

**FOR FURTHER INFORMATION CONTACT:** Laurette Fisher, Office of Environment and Energy (AEE-100), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; facsimile (202) 267-5594, telephone (202) 267-3561.

*Background:* Since March 1973, supersonic flight over land by civil aircraft has been prohibited in the United States. The Concorde was the only civil supersonic airplane that offered service to the United States, but that airplane is no longer in service.

The interest in supersonic aircraft technology has not disappeared. Current research is dedicated toward reducing the impact of sonic booms as they reach the ground, in an effort to make overland flight acceptable. Recent research has produced promising results for low boom intensity, and has renewed interest in developing supersonic civil aircraft that could be considered environmentally acceptable for supersonic flight over land.

The FAA led its first panel discussion entitled, "State of the Art of Supersonics Aircraft Technology—What has progressed in science since 1973," in Chicago, IL on Friday, October 24, 2008, as part of the O'Hare Noise Compatibility Commission Symposium. The second panel discussion was held in Palm Springs, CA on Sunday, March 1, 2009, as part of the Annual University of California Symposium on Aviation Noise and Air Quality.

The FAA's third presentation and panel discussion will take place on Wednesday, April 21, 2010, as part of the joint meeting of the 159th Acoustical Society of America and

NOISE-CON 2010. It will be held at the Baltimore Marriott Waterfront Hotel, Grand Ballroom V, 700 Aliceanna Street, Baltimore, Maryland 21202.

The purpose of this panel session is to raise public awareness on advances in supersonic technology, and for the FAA, the National Aeronautics and Space Administration (NASA), and industry to get feedback from interested persons.

Public involvement is essential in any future definition of an acceptable new standard that would allow supersonic flights over land. We anticipate that this will be the second of many meetings informing the public on developments in the research of shaped sonic booms and other technical and environmental challenges that need to be addressed in developing a new supersonic airplane.

More information about the ASA/NOISE-CON joint meeting can be found at: <http://asa.aip.org/Baltimore/Baltimore.html> and <http://www.inceusa.org/NC10/>.

Issued in Washington, DC on February 18, 2010.

**Lourdes Q. Maurice,**

*Acting Director of Environment and Energy.*

[FR Doc. 2010-3726 Filed 2-23-10; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-295 (Sub-No. 7X); STB Docket No. AB-55 (Sub-No. 698X) <sup>1</sup>]

#### **The Indiana Rail Road Company—Abandonment Exemption—in Martin and Lawrence Counties, IN; CSX Transportation, Inc.—Discontinuance of Service Exemption—in Clark, Floyd, Lawrence, Orange, and Washington Counties, IN**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of public meeting.

**SUMMARY:** Staff members of the Surface Transportation Board will hold a public meeting concerning the abandonment and discontinuance petitions for exemption in the respective above-titled dockets. The purpose of the meeting is to allow interested persons to comment on the petitions for exemption.

**DATE/LOCATION:** The public meeting will take place on March 5, 2010, beginning at 10 a.m., in the Community/Meeting Room of the Washington County Annex, 806 Martinsburg Road, Salem, IN.

<sup>1</sup> These proceedings are not consolidated; they are being handled together for administrative convenience.

**FOR FURTHER INFORMATION CONTACT:** Julia Farr, (202) 245-0359. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.]

**SUPPLEMENTARY INFORMATION:** A decision in STB Docket No. AB-295 (Sub-No. 7X), served on February 16, 2010, provided that a public meeting conducted by Board staff will be held to permit interested persons to express their views about the petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 filed by The Indiana Rail Road Company, requesting permission to abandon a 21.15-mile line of railroad extending from milepost 241.35 east of Crane, IN, to milepost 262.50 in Bedford, IN (Crane-Bedford Line), and a track extending from the Crane-Bedford Line at approximately milepost 262.40 and proceeding in an open counter-clockwise loop for approximately 1.65 miles (Bedford Industrial Track).

Letters of protest and requests for public hearing have been filed by: The Honorable Baron Hill, United States Congressman; Eric Koch, Indiana State Representative; Shawna Girgis, City of Bedford Mayor; Dan Terrell, City of Mitchell Mayor; Richard Wilson, on behalf of Radius Indiana; Citizens Against Rails-to-Trails; and several landowners. Correspondence expressing concern over the potential loss of rail service and, in one instance, requesting a hearing, has also been submitted by: Brent Steele, Indiana State Senator; Sandy Blanton, Indiana State Representative; David Bower, City of Salem Mayor; Douglas England, City of New Albany Mayor; David Branneman, Lawrence County Tourism Commission Executive Director; Gene McCracken, Lawrence County Economic Growth Council Executive Director; and Adele Bowden-Purlee, Bedford Area Chamber of Commerce President.<sup>2</sup>

Additionally, in STB Docket No. AB-55 (Sub-No. 698X), *CSX Transportation, Inc.—Discontinuance of Service Exemption—in Clark, Floyd, Lawrence, Orange, and Washington Counties, IN*, a petition for exemption was filed by CSX Transportation, Inc., to discontinue service over a line of railroad from a point south of Bedford to New Albany, IN, a distance of 62.3 miles. A number of the parties who have filed protests or

<sup>2</sup> Correspondence submitted in response to STB Docket No. AB-295 (Sub-No. 7X) has been placed in the public docket even if it has not been served on all parties. However, pursuant to 49 CFR 1104.12, every document filed with the Board should include a certificate showing simultaneous service on all parties of record, if the filer intends for the document to be considered in the Board's evaluation of the merits of the proceeding.

comments in STB Docket No. AB-295 (Sub-No. 7X) reference in their submissions the impact of both that proposed abandonment as well as the proposed discontinuance in STB Docket No. AB-55 (Sub-No. 698X). While the two proceedings are independent matters that will be treated separately by the Board, participants may discuss both proceedings at the public meeting.

During the public meeting, staff from the Board's Office of Proceedings will hear comments regarding both the abandonment proceeding and the discontinuance proceeding. The meeting will continue until all interested persons or parties have had an opportunity to speak. Persons wishing to speak should place their names on the list of speakers upon arrival at the Washington County Annex. A court reporter will transcribe the meeting and prepare a transcript that will be included in the public record of each proceeding.

All decisions, notices, and filings in this proceeding are available on the Board's Web site at <http://www.stb.dot.gov>. A transcript of the meeting will also be posted on the Board's Web site.

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

Dated: February 18, 2010.

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

**Andrea Pope-Matheson,**  
*Clearance Clerk.*

[FR Doc. 2010-3576 Filed 2-23-10; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

February 18, 2010.

The Department of the Treasury will submit the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13 on or after the publication date of this notice. A copy of the submission may be obtained by calling the Treasury Departmental Office Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury PRA Clearance Officer, Department of the Treasury, 1750 Pennsylvania Avenue, NW., Suite 11010, Washington, DC 20220.