

In these sessions participants will be presented with lottery choices, betting tasks, and simulator driving tasks, in addition to a short questionnaire about their demographics and driving habits. These tasks are intended to observe characteristics in drivers that are important to their driving choices when roads are congested. The choice tasks, questionnaires and simulator driving tasks will require four and one half hours of the participant's time, spread over the four meetings. In addition, all participants' cars will be outfitted with a GPS device that can receive but not send signals, allowing us to collect information on driving habits. The installation is simple and will only take a couple of minutes. All driving data will be downloaded directly from the device to a computer. Sensitive data, such as the home and work locations of the drivers, will not be downloaded. Approximately two weeks will pass between each meeting; a time frame that is determined by the capacity of the GPS device's ability to store data of subjects' travel log. The total time required for instructing participants in the field driving task, installing the device, and downloading all the data will be one hour, spread out over the four sessions. All the 1,200 participants will have their car equipped with a GPS while participating in the study. However, since we partition the study into three parts there will be a maximum of 400 cars that have GPS installed at any time in the field experiment.

Participants will attend four meetings. At the first meeting they receive their GPS device. At subsequent meetings, data from the GPS device will be downloaded to allow the researchers to study the driving choices in the intervening weeks. During the first two meetings they will also be given driving simulator tasks, lottery and betting tasks, and questionnaires. Meetings will be spaced approximately two weeks apart. Participants will receive money for driving on the routes studied but tolls that vary across routes and departure times will be subtracted from this money. If a toll from the study is applied to a route that already has a toll, the existing toll is subtracted from the toll charge in the study. If the existing toll is higher than the toll charge in the study, the participant will be paid the difference from the study. Some routes will have no toll charge. Participants will also receive money in a similar manner for driving in the simulators, and for the non-simulator choice tasks. There will also be a fixed compensation for attending each of the four sessions, and for completing the entire study.

A total of 1,200 persons will participate, divided across the three regions. 10 weeks will be needed to complete the 4 sessions for each group of participants. 100 of these participants will be expected to volunteer for an additional 10 week field driving period for additional monetary compensation. The sessions will be timed very carefully since the student research assistants helping the participants will not be available during final exam periods and certain breaks.

*Respondents:* 1200 participants are expected to participate throughout all tasks.

*Frequency:* In phase 1, a survey will be completed via the Internet, followed by four face-to-face meetings and three two-week periods of driving with a GPS device for most participants and twice that for a few selected participants. The face-to-face meetings will take place within a 10-week period. For those who are selected to double their participation there will be a break before starting the second period.

*Estimated Average Burden per Response:* The online questionnaire will require 30 minutes for a typical respondent. Two of the face-to-face meetings will last two hours each, the third meeting will last one hour, and the final meeting will be completed in thirty minutes. This time covers the 4½ hours for the simulator tasks, the other choice tasks, and questionnaires, and the one hour for installing the GPS device, instructing participants in the field driving task plus downloading the GPS data to a computer. The average time allocation per participant is therefore expected to be 6 hours. For those who choose to double their participation there will be a need for an additional two hours spread across four meetings.

*Estimated Total Burden Hours:* Approximately 7,600 hours.

6 hours × 1200 participants = 7200.

2 hours × 200 participants = 400.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: August 30, 2010.

**Juli Huynh,**

*Chief, Management Programs and Analysis Division.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2010-0108]

#### Agency Information Collection Activities: Notice of Request for Approval of a New Information Collection

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

**ACTION:** Notice of request for approval of a new information collection.

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval of a new 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 November 8, 2010.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number 2010-0108 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.

*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 Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Kathleen Bergeron, (202) 366-5508, Office of Infrastructure, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* Highways for LIFE Omnibus Survey for Technology Deployment.

*Background:* The Highways for LIFE program was established by the 109th Congress within Sections 1101 and 1502 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59). Within that law, under the topic "Technology Transfer and Information

Dissemination,” it states that “The Secretary shall conduct a highways for life technology transfer program.” It further states that “The Secretary shall establish a process for stakeholder input and involvement in the development, implementation, and evaluation of the Highways for LIFE Pilot Program. The process may include participation by representatives of the State departments of transportation and other interested persons.” Also, it states that, “The Secretary shall monitor and evaluate the effectiveness of any activity carried out under this section.”

A critical element in accomplishing these goals is to ensure that the technologies being deployed by FHWA and implemented by the States actually fill a specific need. Therefore, it is important that FHWA obtain feedback both before and after specific technologies are transferred. If, for example, FHWA determined on its own that a particular innovation was important, yet never actually determined whether States would value such an innovation, much time and money would have been wasted. Or, if there were an innovation that was deployed to States, yet FHWA never followed up to determine if the effort was a success, or how it might be even more successful, lessons could not be learned and put into effect.

In FHWA’s Strategic Plan, the first goal listed is “National Leadership.” Under that topic, the first objective is “Advance Innovation: FHWA is recognized as a leader in the development and promotion of innovative solutions that address current and emerging transportation issues.” Item 1.1 is “Systematically identify emerging issues and needs that could impact transportation,” and item 1.2 is “Identify, develop, promote, and rapidly implement new and proven technologies and innovative solutions to improve system performance.” These “innovative solutions” cannot properly identify what might work without discussing the needs for such things with the user groups—the States. Likewise, it cannot promote and implement them without an appropriate understanding of how the user organizations—the States—feel about the particular innovations; and this can only come from a formal survey.

**Respondents:** There are 260 respondents, including 5 each from 50 State Transportation Departments, the District of Columbia, and the Commonwealth of Puerto Rico.

**Frequency:** Once a year, for three years.

**Estimated Average Burden per Response:** Each survey will require 15 minutes to respond.

**Estimated Total Annual Burden Hours:** 65 hours.

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection of information is necessary for the U.S. DOT’s performance, including whether the information will have practical utility; (2) the accuracy of the U.S. DOT’s estimate of the burden of the proposed information collection; (3) ways to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the 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: August 27, 2010.

**Juli Huynh,**

*Chief, Management Programs and Analysis Division.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for a Change in Use of Aeronautical Property Associated With Wiscasset Municipal Airport, Wiscasset, ME

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

**ACTION:** Request for public comments.

**SUMMARY:** The FAA is requesting public comment on the Town of Wiscasset, Maine’s, request to change 1.38 acres of fee interest from aeronautical use to non-aeronautical use and to abandon .15 acres of an easement. The property is located on Route 27 in Edgcomb, Maine (Map R2 Lot 12). The property was for a non-directional beacon the FAA has decommissioned. The Town proposes to lease or sell the 1.38 acres in fee.

Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21) requires the FAA to provide an opportunity for public notice and comment to the “waiver” or “modification” of a sponsor’s Federal obligation to use certain airport property for aeronautical purposes.

The Town acquired the land FAA ADAP Project No. 7–27–0049–01.

The disposition of proceeds from the disposal of airport property will be in accordance with FAA’s Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999.

**DATES:** Comments must be received on or before October 7, 2010.

**ADDRESSES:** Documents are available for review by appointment by contacting at Erving Deck at Wiscasset Municipal Airport, Telephone 207–882–5475 or by contacting Donna R. Witte, Federal Aviation Administration, 16 New England Executive Park, Burlington, Massachusetts, Telephone 781–238–7624.

#### FOR FURTHER INFORMATION CONTACT:

Donna R. Witte at the Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803, Telephone 781–238–7624.

#### SUPPLEMENTARY INFORMATION:

The following is a legal description of the 1.38 acres of fee interest of the property:

Beginning at the Southwest corner of land described in deed from George H. Salley to George L. Worden it ux, dated May 29, 1968 and recorded in the Lincoln County Registry of Deeds, and at land now or formerly of Candace Sawyer; thence Northeasterly along land of said Sawyer and following a stone wall, to the Westerly side of Route #27; thence Northerly by and along said Route #27 (200) feet more or less to an iron rod; thence running at right angles to said Route #27 and in a Westerly direction, two hundred (200) feet, more or less to an iron rod; thence running Southerly and parallel to the above mentioned road to a stone wall which forms the Southerly boundary of the property described in the above cited deed; thence Southeasterly following said stone wall to the point of beginning. TOGETHER with a right of way to the above premises from the Old town road, so called.

The following is a legal description of the .15 acre easement:

Beginning at a pipe in rocks at the Northwest corner of land described in deed from George L. Worden and Martha Worden to the Inhabitants of the Town of Wiscasset, recorded May 15, 1973 in Book 770, Page 226 in the Lincoln County Registry of Deeds; thence South 00° 40’ West one hundred thirty (130’) feet along land of said Wiscasset to a point; thence North 89° 20’ West fifty (50’) feet to a point; thence North 00° 40’ East one hundred thirty (130’) feet to a point; thence South 89°