MAP–21, there was no requirement for a SDLA to submit a Commercial Driver’s License Program Plan.

The spreadsheet was developed by FMCSA. The spreadsheet will be sent to each SDLA. The SDLA will complete the spreadsheet and send directly to FMCSA via electronic transmission. FMCSA will then review each plan to assess each State’s level of compliance with the CDL requirements. The spreadsheets will then be uploaded into FMCSA’s Automated Compliance Review System (ACRS). Appropriate feedback will be provided from MC–ESL to each State after review.

Title: State Commercial Driver’s License Program Plan.

OMB Control Number: 2126–00XX.

Type of Request: New collection.

Respondents: State Driver Licensing Agencies (SDLAs).

Estimated Number of Respondents: 51 State respondents.

Estimated Time per Response: 40 hours per SDLA.

Expiration Date: New collection.

Frequency of Response: One-time effort.

Estimated Total Annual Burden: 2,040 hours.

FMCSA estimates that each SDLA would need approximately 40 hours to complete the State Commercial Driver’s License Program Plan and submit it to FMCSA. The Program Plan is completed on a one-time basis as required by section 32305 of MAP–21. There is no continuing information collection function associated with submitting this Program Plan. The Program Plan asks for information which is readily available to the filer.

For the purposes of the CDL program, the District of Columbia is considered a State. Therefore, there are 51 State responses with an estimated 40 hours per response to complete and submit the Program Plan to FMCSA.

The FMCSA estimates the SDLAs total annual burden is 2,040 hours (51 responses × 40 hours = 2,040 hours).

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 performance of FMCSA’s functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize or include your comments in the request for OMB’s clearance of this information collection.

Issued under the authority of 49 CFR 1.87 on: November 4, 2014.

G. Kelly Regal,
Associate Administrator for Office of Research and Information Technology and Chief Information Officer.

[FR Doc. 2014–26850 Filed 11–12–14; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2010–0167]

RIN 2126–AB20

Electronic Logging Devices and Hours of Service Supporting Documents; Research Report on Attitudes of Truck Drivers and Carriers on the Use of Electronic Logging Devices and Driver Harassment

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of Availability of Research Report.

SUMMARY: On March 28, 2014, the Federal Motor Carrier Safety Administration (FMCSA) published a Supplemental Notice of Proposed Rulemaking (SNPRM) that proposed amendments to the Federal Motor Carrier Safety Regulations (FMCSRs) to establish: Minimum performance and design standards for hours-of-service (HOS) electronic logging devices (ELDs); requirements for the mandatory use of these devices by drivers currently required to prepare HOS records of duty status (RODS); requirements concerning HOS supporting documents; and measures to address concerns about harassment resulting from the mandatory use of ELDs. FMCSA announces the availability of a new report: “Attitudes of Truck Drivers and Carriers on the Use of Electronic Logging Devices and Driver Harassment.” This project surveyed drivers on their attitudes regarding carrier harassment and examined whether reported harassment experiences varied due to the hours-of-service logging method used by the driver. The survey is an effort to further address the potential for harassment associated with ELDs and provides results that are consistent with the Agency’s discussion of harassment in the ELD SNPRM. A copy of the report has been placed in the docket referenced at the beginning of this notice.

DATES: Comments must be received by December 15, 2014.

ADDRESS: You may submit comments identified by Docket Number FMCSA–2010–0167 addressing the Research Report using any of the following methods:

• Federal eRulemaking Portal: Go to www.regulations.gov. Follow the on-line instructions for submitting comments.

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

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

• Fax: 1–202–493–2251.

To avoid duplication, please use only one of these four methods. See the “Public Participation and Request for Comments” portion of the SUPPLEMENTARY INFORMATION section for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: For information concerning this report, please contact Mr. Albert Alvarez, Research Division of the Office of Analysis, Research, and Technology, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590–0001 or by telephone at 202–385–2377.

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials pertaining to the report. This notice does not extend the earlier comment period pertaining to the ELD SNPRM published March 28, 2104.

Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA–2010–0167), indicate the specific section of the report to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to http://www.regulations.gov and put the docket number, “FMCSA–2010–0167” in the “Keyword” box, and click “Search.” When the new screen
appears, click on “Comment Now!” button and type your comment into the
text box in the following screen. Choose
whether you are submitting your
comment as an individual or on behalf
of a third party and then submit.
If you submit your comments by mail
or hand delivery, submit them in an
unbound format, no larger than 8½ by
11 inches, suitable for copying and
electronic filing. If you submit
comments by mail and would like to
know that they reached the facility,
please enclose a stamped, self-addressed
postcard or envelope.
FMCSA will consider all comments
and material received during the
comment period pertaining to the
report.

Viewing Comments and Documents
To view comments, as well as other
documents available in the docket, go to
http://www.regulations.gov and insert
the docket number, “FMCSA–2010–0167” in the “Keyword” box and click
“Search.” Next, click the “Open Docket
Folder” button and choose the
document listed to review. If you do not
have access to the Internet, you may
view the docket online by visiting the
Docket Management Facility in Room
W12–140 on the ground floor of the
DOT West Building, 1200 New Jersey
Avenue SE., Washington, DC 20590,
between 9 a.m. and 5 p.m. Monday
through Friday, except Federal holidays.

Privacy Act
In accordance with 5 U.S.C. 552(c),
DOT solicits comments from the public
to better inform its rulemaking process.
DOT posts these comments, without
edit, including any personal information
the commenter provides, to
www.regulations.gov, as described in
the system of records notice (DOT/ALL–
14 FDMS), which can be reviewed at
www.dot.gov/privacy.

II. The Research Report
This research report, titled, “Attitudes
of Truck Drivers and Carriers on the Use
of Electronic Logging Devices and
Driver Harassment,” examines the
nature of harassment as viewed by truck
drivers who are required to record their
hours of service for the purposes of
Federal reporting regulations. As it
examines their perceptions, this
research also reviews:
• Whether drivers’ experiences and
interactions with their carriers fall into
the category of harassment.
• If these experiences occur with any
regularity (once or twice a month or
more).
• Whether these interactions are
made possible as a result of the carrier
using HOS data collected via an ELD
and whether it was a standalone ELD or
part of a comprehensive system that
included ELD capability.
These experiences and perceptions
are reviewed both for truck drivers
and for carrier personnel who manage truck
drivers. The data collected from carrier
personnel is similar to that collected
from the drivers; that is, carriers were
asked about the regularity of specific
interactions with drivers at their firm,
and whether the drivers might consider
such actions (if they occur) harassment.
Drivers are analyzed according to the
systems they used for logging their HOS
(i.e., paper or ELD). Carrier personnel
are also considered according to the
primary HOS logging method used by
their company.
Additional data was collected
regarding attitudes about ELDs,
reactions to definitions of harassment
and coercion developed by the FMCSA,
ways in which drivers are compensated
and evaluated, and profiles of both the
drivers and the carrier companies.
For the complete report, visit docket
number FMCSA–2010–0167 or http://
www.fmcsa.dot.gov/safety/research-
and-analysis/publications.
Issued on: November 5, 2014.
G. Kelly Regal,
Associate Administrator, Office of Research and
Information Technology and Chief
Information Officer,
FTA, DOT.

DEPARTMENT OF TRANSPORTATION
Federal Transit Administration
Notice of Intent To Prepare an
Environmental Impact Statement and
Section 4(f) Evaluation for the I–20
East Transit Initiative Heavy Rail
Transit Extension in DeKalb County,
Georgia

AGENCY: Federal Transit Administration
(FTA), (DOT).

ACTION: Notice of intent to prepare an
environmental impact statement (EIS)
and section 4(f) evaluation.

SUMMARY: The Federal Transit
Administration (FTA) and the
Metropolitan Atlanta Rapid Transit
Authority (MARTA) intend to prepare
an Environmental Impact Statement
(EIS) and an evaluation per 49 U.S.C.
303 and 23 CFR part 774 ("Section 4(f)")
for MARTA’s I–20 East Heavy Rail
Transit (HRT) Extension project, which
would extend the existing Blue Line
from the Indian Creek MARTA Station
to the Mall at Stonecrest in eastern
DeKalb County. The EIS and Section 4(f)
Evaluation will be prepared in
accordance with regulations
implementing the National
Environmental Policy Act (NEPA),
Section 4(f), as well as FTA’s
regulations and guidance implementing
NEPA (40 CFR parts 1500 through 1508
and 23 CFR 771.105).

The extension of the existing MARTA
Blue Line HRT was selected as a
component of a multimodal
Locally Preferred Alternative (LPA)
resulting from the I–20 East Transit Initiative
Detailed Corridor Analysis (DCA)
completed in April 2012. The LPA also
includes new Bus Rapid Transit (BRT)
service along I–20 between downtown
Atlanta and a new station at Wesley
Chapel Road, east of I–285 in DeKalb
County. The NEPA analysis for the BRT
project is being advanced separately in
an Environmental Assessment (EA).

The FTA originally published a NOI
to perform federal environmental review
for the entire I–20 East Transit Initiative
LPA on August 28, 2012 (77 FR 52128).
Project scoping activities for the I–20
East Transit Initiative LPA occurred in
September 2012. In today’s issue of the
Federal Register, FTA is rescinding
the August 28, 2012 NOI and issuing this
notice to advise interested agencies
and the public regarding updates to the
Purpose and Need of the LPA that have
occurred since the scoping activities.
Specifically, the Purpose and Need for
both the HRT Extension project and the
BRT project have been revised to reflect
their distinct and independent utility.
The revised Purpose and Need for the
HRT Extension project is presented later
in this Notice.

SUPPLEMENTARY INFORMATION:

Description of the Proposed Project and
Study Area
The first phase of the I–20 East
Transit Initiative was the two-year-long
DCA. This DCA built upon a number of
transit studies previously completed in
the corridor and identified and
evaluated transit improvements in the I–
20 East Corridor from downtown
Atlanta to the Mall at Stonecrest in
eastern DeKalb County. The result of
the DCA was the selection of a multimodal
LPA comprised of an extension of the
existing Blue heavy rail transit (HRT)
line from MARTA’s Indian Creek
Station to the Mall at Stonecrest in
eastern DeKalb County. The EIS
which focuses on the HRT
Extension, has a study area that extends
from the MARTA Indian Creek Station