

1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., *e.t.*, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this notice may be downloaded from the Office of the Federal Register's home page at <http://www.archives.gov> and the Government Printing Office's Web site at <http://www.access.gpo.gov>.

Background

Section 5207 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, Aug. 10, 2005), established the Surface Transportation Environment and Planning Cooperative Research Program, in section 507 of Title 23, United States Code. The FHWA anticipates that the STEP or a similar program to provide resources for national research on issues related to planning, environment, and realty will be included in future surface transportation legislation. The general objective of the STEP is to improve understanding of the complex relationship between surface transportation, planning, and the environment.

The SAFETEA-LU provided \$16.875 million per year for FY 2006-2009 to implement this cooperative research program. Due to obligation limitations, recissions, and congressional designation of Title V Research in SAFETEA-LU, on average \$14.5 million of the \$16.875 million authorized was available each fiscal year. We anticipate similar funding levels in the next authorization.

The STEP is the primary source of funds for FHWA to conduct research and develop tools and technologies to advance the state of the practice regarding national surface transportation and environmental decisionmaking. In FY 2011, the FHWA expects to seek partnerships that can leverage limited research funding in the STEP with other stakeholders and partners in order to increase the total amount of resources available to meet the nation's surface transportation research needs.

The FY 2011 STEP will support the implementation of a national research agenda that includes:

- (1) Conducting research to develop climate change mitigation, adaptation and livability strategies;
- (2) Developing and/or supporting accurate models and tools for evaluating transportation measures and developed indicators of economic, social, and

environmental performance of transportation systems to facilitate alternative analysis;

(3) Developing and deploying research to address congestion reduction efforts;

(4) Developing transportation safety planning strategies for surface transportation systems and improvements;

(5) Improving planning, operation, and management of surface transportation systems and rights of way;

(6) Enhancing knowledge of strategies to improve transportation in rural areas and small communities;

(7) Strengthening and advancing State/local and tribal capabilities regarding surface transportation and the environment;

(8) Improving transportation decisionmaking and coordination across borders;

(9) Improving state of the practice regarding the impact of transportation on the environment;

(10) Conducting research to promote environmental streamlining/stewardship and sustainability;

(11) Disseminating research results and advances in state of the practice through peer exchanges, workshops, conferences, etc;

(12) Meeting additional priorities as determined by the Secretary; and

(13) Refining the scope and research emphases through active outreach and in consultation with stakeholders.

The FHWA is issuing this notice to: (1) To announce revisions to the STEP Implementation Strategy for the FY 2011 STEP in anticipation of future surface transportation legislation, and (2) to solicit comments on proposed research activities to be undertaken in the FY 2011 STEP via the STEP Web site. The STEP Implementation Strategy was revised to: Update information on the graph and chart regarding historical planning and environment research funding, and to add information about proposed FY 2011 STEP including proposed funding levels, goals, and potential research activities.

We invite the public to visit this Web site to obtain additional information on the STEP, as well as information on the process for forwarding comments to the FHWA regarding the STEP implementation plan. The URL for the STEP Web site is:

The FHWA will use this Web site as a major mechanism for informing the public regarding the status of the STEP.

Authority: 23 U.S.C. 507.

Issued on: June 21, 2010.

Victor M. Mendez,
Administrator.

[FR Doc. 2010-15949 Filed 7-1-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2010-0059]

Temporary Closure of I-70 (I-70/I-465 West Leg Interchange to the I-70/I-65 South Split Interchange) on October 7, 2010, in Indianapolis, IN

AGENCIES: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and Request for Comment.

SUMMARY: The Indiana Department of Transportation (INDOT) has requested FHWA approval of INDOT's proposed plan to temporarily close a segment of I-70 (from the I-70/I-465 west leg interchange to the I-70/I-65 south split interchange) on October 7, 2010, for a 12-hour period from 6 a.m. to 6 p.m. The closure is requested to accommodate a concentrated I-70 beautification project sponsored by INDOT. The request is based on the provisions 23 CFR 658.11 which authorizes the deletion of segments of the federally designated routes that make up the National Network designated in Appendix A of 23 CFR Part 658 upon approval by the FHWA.

The FHWA seeks comments from the general public on this request submitted by INDOT for a deletion in accordance with section 658.11(d) for the considerations discussed in this notice.

DATES: Comments must be received on or before 30 days after date of publication in the **Federal Register**.

ADDRESSES: The letter of request along with justifications can be viewed electronically at the docket established for this notice at <http://www.regulations.gov>. Hard copies of the documents will also be available for viewing at the DOT address listed below.

Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, or fax comments to (202) 493-2251. Alternatively, comments may be submitted via the Federal eRulemaking Portal at <http://www.regulations.gov> (follow the on-line instructions for submitting comments). All comments should include the docket number that appears in the

heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or you may print the acknowledgment page that appears after submitting comments electronically. All comments received into any docket may be searched in electronic format by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). Persons making comments may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Pages 19477-78), or you may view the statement at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Mr. Michael P. Onder, Team Leader Truck Size and Weight and Freight Operations and Technology Team, (202) 366-2639, Raymond W. Cuprill, Office of the Chief Counsel, (202) 366-0791, Federal Highway Administration; 1200 New Jersey Avenue, SE., Washington, DC 20590, and Mr. Robert Tally, FHWA Division Administrator-Indiana, (317) 226-7476. Office hours for FHWA are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

You may submit or retrieve comments online through the Federal eRulemaking portal at: <http://www.regulations.gov>. The Web site is available 24 hours each day, 365 days each year. Electronic submission and retrieval help and guidelines are available under the help section of the Web site.

An electronic copy of this document may also be downloaded from Office of the Federal Register's home page at: http://www.archives.gov/federal_register and the Government Printing Office's Web page at: <http://www.gpoaccess.gov>.

Background

The INDOT has submitted a request to FHWA for approval of the temporary closure of a segment of I-70 in Indiana (from the I-70/I-465 west leg interchange to the I-70/I-65 south split interchange) on October 7, 2010, for a 12-hour period from 6 a.m. to 6 p.m. (The incoming request and supporting documents can be viewed electronically at the docket established for this notice at <http://www.regulations.gov>.) This closure will be undertaken in support of the I-70 beautification project that will

take place with the participation of approximately 9,100 Lilly "Day of Service" volunteers. These volunteers will be working within five different I-70 interchanges along both sides of I-70. Approximately 5,600 volunteers will be assigned to work on the north side of I-70 and approximately 3,500 workers will be assigned to the south side. Both groups have 1 hour appropriated for arrival and parking as well as 1 hour for departure from the construction corridor. A comprehensive plan for the arrival and departure times, parking, and emergency evacuation (should it be necessary) has been developed. The INDOT has indicated that by closing the Interstate through the work zone, lengthy delays caused by the restriction of lanes will be eliminated as well as distractions to the motoring public caused by the 9,100 workers and associated activities. In addition, the temporary closure would eliminate the risk of work zone accidents in the area of these work zones. The INDOT believes that the best way to ensure the safety of the workers will be to eliminate vehicular travel through the corridor while the work in the interchange areas is being conducted. The closure also provides additional safety to the motorists by eliminating the distraction that could be caused by the significant amount of workers within the interchanges and by eliminating the need for traffic restrictions in the actual work zone. A 12-hour condensed closure provides a safer condition for workers and provides better conditions than a long-term construction work zone with the associated work zone set ups and restrictions that would otherwise take place over many days.

The FHWA is responsible for enforcing the Federal regulations applicable to the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by provisions of the Surface Transportation Assistance Act of 1982 (STAA), as amended, designated in accordance with 23 CFR Part 658 and listed in Appendix A. In accordance with sec. 658.11, the FHWA may approve deletions or restrictions of the Interstate system or other National Network route based upon specified justification criteria in sec. 658.11(d)(2). Requests for deletions are published in the **Federal Register** for notice and comment.

The FHWA seeks comments on this request for temporary deletion from the National Network in accordance with 23 CFR 658.11(d). Specifically, the request is for deletion of I-70 (from the I-70/I-465 west leg interchange to the

I-70/I-65 south split interchange) from the National Network on October 7, beginning at 6 a.m., for one consecutive 12-hour period. The temporary closure of I-70 to general traffic should have a negligible impact to interstate commerce. Using a comparison of lane mile computations, traffic will be detoured to I-465 around the south side of Indianapolis adding only 2 to 3 minutes additional time to Interstate travel. Re-routed I-70 through traffic via I-465 is approximately 18 miles around the south side of I-465 (to get to the interchange of I-70 and I-465 on the east side). If I-70 were to remain open with restrictions, the mileage to I-70 and I-465 on the east side would be approximately 16 miles. However, vehicles would be traveling at a reduced speed limit, resulting in large queue lengths creating back-ups which would add significant time to their commute. The detour will have a negligible impact on interstate commerce as the I-465 diversion route would add little distance or time to an interstate or long distance trip. Businesses requiring deliveries adjacent to the closed area will be encouraged to receive deliveries before or after the October 7 closure times in order to minimize these local impacts.

Commercial motor vehicles will use I-465 around the south side of Indianapolis. During the time of closure there will be some INDOT construction along the detour route and along Interstate I-465 on the west side of Indianapolis. The detour route will have no lane restrictions for motorists during this time and INDOT will not plan for any lane closures in other nearby construction zones. The INDOT will increase the Hoosier Helper workforce (freeway service patrols) along I-465 to address incident response and minimize any incident impacts. The INDOT will issue a press release to inform the community of the closure and will post the closure in Road Restriction System (RRS) and INDOT's traveler information Web site Traffic Wise (<http://www.trafficwise.in.gov>) to help with notification to the motorists.

The temporary closure plan has been prepared in accordance with INDOT's transportation plan and has been reviewed and approved by the city of Indianapolis and the Indianapolis Metropolitan Police Department. The INDOT has reached out to Federal, State, and local agencies to ensure a collaborative and coordinated effort to address the logistical challenges of the I-70 beautification project. The Illinois Department of Transportation and the Ohio Department of Transportation have been informed of this proposal.

Additionally, efforts have been made to work with the various transit systems as well as the American Trucking Association. The INDOT has met with, and gained support from the Indiana Motor Trucking Association, and has the endorsement of the city of Indianapolis, specifically The Greater Indianapolis Chamber of Commerce and the local business districts adjacent to the closure. (Full list of endorsements can be viewed electronically at the docket established for this notice at <http://www.regulations.gov>).

The INDOT has carefully evaluated all possible alternatives and after doing so believes the temporary closure of I-70 is the best way to ensure the safety not only to the volunteer workers, but also to the motorists. The INDOT is actively working with KIB and Lilly to develop an aggressive communications plan utilizing local business associations along the I-70 corridor, Indianapolis Downtown, Inc., and media outlets. Special consideration will be given to local and national trucking publications. Event day media staging areas and command posts are also included in the plan.

Authority: 23 U.S.C. 127, 315 and 49 U.S.C. 31111, 31112, and 31114; 23 CFR Part 658.

Issued on: June 22, 2010.

Victor M. Mendez,
Administrator.

[FR Doc. 2010-16094 Filed 7-1-10; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF THE TREASURY

Departmental Offices: Privacy Act of 1974, as Amended

AGENCY: Departmental Offices, Treasury.
ACTION: Notice of Alteration of Privacy Act System of Records for the Home Affordable Modification Program.

SUMMARY: The U.S. Department of the Treasury gives notice of a proposed alteration to the system of records entitled "Home Affordable Modification Program—Treasury/DO." The system was last published in its entirety in the **Federal Register** on April 20, 2010, at 75 FR 20699.

DATES: Comments should be received no later than July 2, 2010. The proposed routine use will be effective August 11, 2010 unless the Department receives comments that would result in a contrary determination.

ADDRESSES: Comments should be sent to the Deputy Assistant Secretary Fiscal Operations and Policy, Department of the Treasury, 1500 Pennsylvania

Avenue, NW., Washington, DC 20220. The Department will make such comments available for public inspection and copying in the Department's Library, Room 1428, Main Treasury Building, 1500 Pennsylvania Avenue, NW., Washington, DC 20220, on official business days between the hours of 10 a.m. and 5 p.m. Eastern Time. You can make an appointment to inspect comments by telephoning (202) 622-0990 (this is not a toll-free number). All comments, including attachments and other supporting materials, received are part of the public record and subject to public disclosure. You should submit only information that you wish to make available publicly.

FOR FURTHER INFORMATION CONTACT: Theodore R. Kowalsky, Manager, Data & Information Technology, Office of Financial Agents, Department of the Treasury, 1500 Pennsylvania Avenue, NW., Washington, DC 20220, at 202-927-9445 (not a toll free number) or at Ted.Kowalsky@do.treas.gov.

SUPPLEMENTARY INFORMATION: The Department established the Home Affordable Modification Program (HAMP), pursuant to the Emergency Economic Stabilization Act of 2008 (Pub. L. 110-343) (the "EESA"), to enable eligible homeowners who have a record of making timely mortgage payments, but are experiencing hardships in doing so, to modify the principal amounts and interest rates of their mortgage loans. The purpose of this alteration to Routine Use (13) is to increase the number of Federal entities to whom information may be disclosed under the routine use by adding the Department of Justice ("DOJ") and the Federal financial regulators who supervise and regulate financial institutions that participate in or receive certain benefits from HAMP, or who evaluate programs of similar design.

Additionally, the Bank of New York Mellon ("BNYM") has been designated as another Financial Agent for the Home Affordable Modification Program ("HAMP") and its facilities in Nashville, TN, and Somerset, NJ are being added under the heading "System Location." The system of records notice was last published in its entirety on April 20, 2010, at 75 FR 20699.

The report of an altered system of records, as required by 5 U.S.C. 552a(r) of the Privacy Act, has been provided to the Committee on Oversight and Government Reform of the House of Representatives, the Committee on Homeland Security and Governmental Affairs of the Senate, and the Office of Management and Budget.

For the reasons set forth in this preamble, the Department proposes to alter system of records Treasury/DO .218, entitled "Home Affordable Modification Program," as follows:

TREASURY/DO .218

SYSTEM NAME:

Home Affordable Modification Program Records—Treasury/DO.

SYSTEM LOCATION:

Description of change. Remove the current entry and in its place add the following: "The Office of Financial Stability, Department of the Treasury, Washington, DC. Other facilities that maintain this system of records are located in: Urbana, MD, Dallas, TX, and a backup facility located in Reston, VA, all belonging to the Federal National Mortgage Association ("Fannie Mae"); in McLean, VA, Herndon, VA, Reston, VA, Richardson, TX, and Denver, CO, facilities operated by or on behalf of the Federal Home Loan Mortgage Corporation ("Freddie Mac"); and facilities operated by or on behalf of the Bank of New York Mellon ("BNYM") in Nashville, TN, and a backup facility located in Somerset, NJ. Fannie Mae, Freddie Mac and Bank of New York Mellon have been designated as Financial Agents for the Home Affordable Modification Program ("HAMP")."

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ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

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Description of changes: The phrase "the Federal financial regulators, the U.S. Department of Justice (DOJ)," is added to Routine Use (13) between the phrases "Department of Housing & Urban Development," and "and the Federal Housing." In addition, the phrase "to ensure compliance with HAMP and other laws," is added between the words "HAMP" and "and to report" such that Routine Use (13) is revised to read as follows:

"(13) Disclose information and statistics to the Department of Housing & Urban Development, Federal financial regulators, the U.S. Department of Justice ("DOJ"), and the Federal Housing Finance Agency to improve the quality of services provided under HAMP, to ensure compliance with HAMP and other laws, and to report on the program's overall execution and progress;"

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