

period was published on May 6, 2010 (75 FR 25033–25034).

DATES: Comments must be submitted on or before September 30, 2010.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

FOR FURTHER INFORMATION CONTACT: Maria Vegega, PhD Chief, Behavioral Research Division, Office of Behavioral Safety Research (NTI–131), National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., W44–302, Washington, DC 20590. Dr. Vegega's phone number is 202–366–2668 and her e-mail address is *Maria.Vegega@dot.gov*.

SUPPLEMENTARY INFORMATION:

Title: Focus Group Review of Advanced Alcohol Detection Technology.

Type of Request: New information collection requirement.

Abstract: In 2008, 11,773 people were killed in alcohol-impaired-driving crashes. Drivers are considered to be alcohol-impaired when their blood alcohol concentration (BAC) is .08 grams per deciliter (g/dL) or higher. These alcohol-impaired-driving fatalities accounted for 32 percent of the total motor vehicle traffic fatalities in the United States.

In a continuing effort to reduce the adverse consequences of alcohol-impaired driving, NHTSA in conjunction with the Automotive Coalition for Traffic Safety (ACTS) is undertaking research and development to explore the feasibility of, and public policy challenges associated with, use of in-vehicle alcohol detection technology. The agency believes that use of vehicle-based, alcohol detection technologies could help to significantly reduce the number of alcohol-impaired driving crashes, deaths and injuries by preventing drivers from driving while their blood alcohol concentration (BAC) is at or above the legal limit. In 2008, ACTS and NHTSA entered into a 5–Year Cooperative Agreement to “*explore the feasibility, the potential benefits of, and the public policy challenges associated with a more widespread use of unobtrusive technology to prevent drunk driving*”. The goal of this research effort, the Driver Alcohol Detection System for Safety (DADSS) project, is to develop and test prototypes that may be considered for vehicle integration thereafter.

As technology development progresses and decisions are being made about how to integrate such technology into vehicles, NHTSA needs a better

understanding of public preferences with respect to in-vehicle alcohol detection devices. Optimization of it once deployed will depend on the extent to which public attitudes are taken into account during the development process. Recognizing the need to obtain input from drivers early in the development process, NHTSA proposes to conduct a total of 24 focus groups in two stages. The first set of focus groups (12 focus groups) will obtain information from licensed drivers on public perceptions and attitudes concerning in-vehicle alcohol detection technology designed to prevent alcohol-impaired driving. Information from this phase of the project will be used by NHTSA and the DADSS research team to provide input to decision making regarding vehicle integration with respect to the technology under investigation. A second set of focus groups (12 focus groups) will gauge driver reaction to technology prototypes, obtain input on alternative prototype features, and obtain guidance on strategies for introduction of the technology into the vehicle fleet. The information will also be used to identify potential barriers to acceptance of the technologies.

Affected Public: Drivers age 21 years and older will be recruited in four locations to participate in focus groups. They will be provided with a stipend to reimburse them for expenses and compensate them for their time in participating in the discussions. Participation by all respondents would be voluntary and anonymous. All focus groups will be conducted by a trained moderator.

Estimated Total Annual Burden: 288 hours (24 focus groups with eight participants in each, averaging 1.5 hours).

Comments are invited on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed information collection;

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

(iv) 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.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

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

Jeff Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2010–21757 Filed 8–30–10; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35379]

RailAmerica, Inc., Palm Beach Holding, Inc., RailAmerica Transportation Corp., Central Railroad Company of Indianapolis, Chicago Ft. Wayne and Eastern Railroad Division, Fortress Investment Group, LLC, and RR Acquisition Holding, LLC—Control Exemption—Delphos Terminal Company, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice.

SUMMARY: The Board grants an exemption, under 49 U.S.C. 10502, from the prior approval requirements of 49 U.S.C. 11323–25, for RailAmerica, Inc. (RailAmerica); Palm Beach Holding, Inc. (Palm Beach); RailAmerica Transportation Corp. (RTC); Central Railroad Company of Indianapolis (CERA); Chicago Ft. Wayne and Eastern Railroad Division (CFE); Fortress Investment Group, LLC (Fortress), on behalf of certain private equity funds managed by Fortress and its affiliates; and RR Acquisition Holding, LLC (RR Acquisition), to acquire control of Delphos Terminal Company, Inc. (DTC), subject to labor protective conditions. Pursuant to an agreement that CERA, a Class III rail carrier, intends to enter into with Bunge North America (East), LLC (Bunge), the parent company of DTC, CERA will acquire from Bunge all of the issued and outstanding shares of stock of DTC and will thus acquire direct control of DTC. Fortress, RR Acquisition, RailAmerica, Palm Beach, and RTC will indirectly control DTC, because Fortress's noncarrier affiliate, RR Acquisition, controls noncarrier RailAmerica; RailAmerica directly controls noncarrier Palm Beach; Palm Beach directly controls noncarrier RTC; and RTC directly controls CERA. RailAmerica is a holding company that directly or indirectly controls 1 Class II and 29 Class III railroads. Fortress is a noncarrier that indirectly controls 1 Class II rail carrier.¹

¹ The Board exempted the transfer of indirect control of that Class II carrier, Florida East Coast Railway, LLC (FEC), from Fortress to RailAmerica, with Fortress retaining indirect control of

DATES: This exemption will be effective on September 25, 2010. Petitions to stay must be filed by September 3, 2010. Petitions to reopen must be filed by September 15, 2010.

ADDRESSES: Send an original and 10 copies of all pleadings, referring to Docket No. FD 35379, to: Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, send one copy of pleadings to Louis E. Gitomer, Esq., Law Offices of Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

FOR FURTHER INFORMATION CONTACT: Eric Davis, (202) 245-0393 [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339].

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: August 25, 2010.

By the Board, Chairman Elliott, Vice Chairman Mulvey, and Commissioner Nottingham.

Kulunie L. Cannon,
Clearance Clerk.

[FR Doc. 2010-21626 Filed 8-30-10; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Santa Rosa County, FL

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Santa Rosa County, Florida.

FOR FURTHER INFORMATION CONTACT: Ms. Cathy Kendall, AICP, Environmental Specialist, Federal Highway Administration, 545 John Knox Road, Suite 200, Tallahassee, Florida 32303, Telephone: (850) 942-9650.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Florida Department of Transportation will prepare an EIS for a proposal to improve SR 87 in Santa Rosa County, Florida. The proposed improvement would

involve the construction of a new roadway connecting SR 87S to SR 87N. The new roadway would vary between five to eleven miles in length. The improvement is considered necessary to provide connectivity for the existing and projected traffic demand, and to provide a more direct corridor for emergency evacuations from the Gulf Coast.

Alternatives under consideration include (1) taking no action; (2) alternative corridors that would provide for a four-lane rural highway with plans to build two-lanes initially to be widened to a four-lane divided rural facility as needed in the future.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have expressed interest in this proposal. A series of public meetings will be held between February, 2010 and June, 2013. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS will be made available for public and agency review and comment. An informal scoping meeting was held at the project site on July 29th, 2010. There are no plans to hold a formal scoping meeting. Scoping will be accomplished by use of the Florida Efficient Transportation Decision Making Process and a series of meetings for agencies and the public.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding inter-governmental consultation on Federal programs and activities apply to this program.)

Issued on: August 25, 2010.

Martin Knopp,

Division Administrator, FHWA, Federal Administrator, Tallahassee, Florida.

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RailAmerica, in *Fortress Inv. Group, LLC et al.—Exemption for Transaction within a Corporate Family*, Docket No. FD 35123 (STB served Mar. 19, 2008). According to petitioners, to date, RailAmerica has not yet exercised the control of FEC.

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2010-0226]

Liquefied Natural Gas Facilities: Obtaining Approval of Alternative Vapor-Gas Dispersion Models

AGENCY: Pipeline and Hazardous Materials Safety Administration, (PHMSA) DOT.

ACTION: Notice; issuance of advisory bulletin.

SUMMARY: This advisory bulletin provides guidance on the requirements for obtaining approval of alternative vapor-gas dispersion models under Subpart B of 49 CFR part 193.

FOR FURTHER INFORMATION CONTACT: Charles Helm at 405-954-7219 or charles.helm@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The Pipeline and Hazardous Materials Safety Administration (PHMSA) issues federal safety standards for siting liquefied natural gas (LNG) facilities. Those standards require that an operator or governmental authority control the activities around an LNG facility to protect the public from the adverse effects of thermal radiation and flammable vapor-gas dispersion. Certain mathematical models and other parameters must be used to calculate the dimensions of these so-called "exclusion zones."

In the case of vapor-gas dispersion, two different models may be used where appropriate: (1) The DEGADIS Dense Gas Dispersion Model (DEGADIS), an integral model that simulates the downwind dispersion of dense gases in the atmosphere, and (2) FEM3A, a dispersion model that accounts for additional cloud dilution which may be caused by the complex flow patterns induced by tank and dike structures.

The use of alternative vapor-gas dispersion models is also permitted, if those models take into account the same physical factors as the approved models, are validated by experimental test data, and receive the Administrator's approval. Conservatism, field testing, post-testing data evaluation, and correlative analysis are critical to satisfying these conditions.

In addition, PHMSA's federal safety standards incorporate by reference the National Fire Protection Association (NFPA) NFPA 59A: Standard for the Production, Storage, and Handling of Liquefied Natural Gas. That consensus