

difficult to establish public acceptance for these programs and put them into place. The objectives of this study are to: (1) Determine how the existing speed camera programs in the United States were developed and implemented; (2) Examine other variables that have affected these speed camera programs; and (3) Determine how all of these variables have affected the success of these programs.

This study will conduct a census survey of existing ASE programs in the United States and gather information from each site to address the objectives described above. Key personnel in the existing programs will be surveyed via an emailed questionnaire and by phone. This survey is expected to provide data relevant to ASE development and delivery that may affect the level of public acceptance for given speed camera programs, as well as their success. The variables to be addressed include specific target sites for the ASE (school zones, work zones, *etc.*), program funding and revenue flow (who pays for it and how, who profits from revenue, how it is promoted as a revenue generator or a safety measure), nature of citations issued (cite vehicle or cite driver), penalties for violations (level of fines, points on license, *etc.*), presence of other automated enforcement (red light cameras), level of traditional speed law enforcement, existence and results of program evaluations, media reports and level of media exposure, level of public acceptance, and the degree to which programs were set up and implemented according to NHTSA guidelines.

*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 number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. Speeding is one of the primary factors leading to vehicle crashes. In 2008, 31% of all fatal crashes were speeding-related. The estimated economic cost to society for speeding-related crashes is \$40.4 billion per year. Given the widespread occurrence of speeding and the high toll in injuries and lives lost in speed-related crashes, as well as the high economic costs of speed-related crashes, this is a safety issue that demands attention.

Currently the information on existing ASE programs is quite limited. The data collected in this study will provide NHTSA with important detailed information on programs using this

countermeasure that will assist in reducing speeding on our nation's highways. In support of its mission, NHTSA will use the findings from this survey of ASE programs to help existing ASE programs improve their programs, and provide new information on this countermeasure for speeding that can assist other communities in establishing well-designed speed management programs, including ASE. This information is focused on achieving the greatest benefit in decreasing crashes and resulting injuries and fatalities, and providing 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)*—According to the Insurance Institute for Highway Safety, there are currently 58 local jurisdictions in 12 States and the District of Columbia using speed cameras for ASE in the United States. A few localities have also discontinued ASE programs in recent years. This survey will target communities that currently have ASE programs and sites that recently discontinued ASE programs. A few key personnel from each of the sites will be contacted to complete the survey on their ASE programs. This will include an emailed questionnaire and phone interviews. Participation will be voluntary. As this is a census collection of information on existing ASE programs and new programs are likely to start before the data collection effort can go into the field, our request includes a projected total to account for possible new program starts. In addition, as the information being collected is intended to help future ASE programs, our request also includes some programs that have discontinued ASE programs. We estimate that a maximum of 80 jurisdictions, including both current ASE programs and recently discontinued ASE programs may be contacted.

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information*—The total estimated annual burden is approximately 960 hours for the survey and interviews for the 80 jurisdictions combined. We estimate approximately 12 hours per jurisdiction responding to our request for information (80 agencies x 12 hours each = 960 hours total). These 12 hours will be expended gathering data and past reports, writing a response to the questionnaire, and speaking with the researchers on the phone. Personnel to

be contacted in each jurisdiction include the Chief of Police, a traffic unit/ASE unit commander, and a data person at each agency. In total, we estimate the need to contact a maximum total of 320 individuals (80 agencies x 4 individuals = 320 individuals contacted). The respondents would not incur any reporting cost from the information collection beyond the time to respond to the information request and they 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).

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

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**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

[U.S. DOT Docket Number NHTSA-2010-0085]

### National Highway Traffic Safety Administration Reports, Forms and Record Keeping Requirements: Agency Information Collection Activity Under OMB Review

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Federal Register Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on June 17, 2010 (75 FR 34521).

**DATES:** Comments must be submitted by October 13, 2010.

**FOR FURTHER INFORMATION CONTACT:** Samuel Daniel Jr. at the National Highway Traffic Safety Administration (NHTSA), Office of Crash Avoidance Standards (NVS-120). Telephone (202) 366-4921, Fax (202) 366-7002; 1200 New Jersey Ave., SE., W42-474, Washington, DC 20590. [sam.daniel@dot.gov](mailto:sam.daniel@dot.gov).

#### SUPPLEMENTARY INFORMATION:

### National Highway Traffic Safety Administration

*Title:* 49 CFR 571.116, Motor Vehicle Brake Fluids.

*OMB Number:* 2127-0521.

*Type of Request:* Extension of a currently approved collection. This request for an extension of a currently approved collection, if approved, will allow the Department of Transportation (DOT) to continue to enforce the labeling requirements for motor vehicle brake fluid and hydraulic mineral oil containers as specified in FMVSS No. 116, *Motor Vehicle Brake Fluids*.

*Abstract:* Federal Motor Vehicle Safety Standard No. 116, *Motor Vehicle Brake Fluids*, specifies performance and design requirements for motor vehicle brake fluids and hydraulic system mineral oils. Section 5.2.2 of the standard specifies labeling requirements for manufacturers and packagers of brake fluids as well as packagers of hydraulic system mineral oils. The label on a container of motor vehicle brake fluid or hydraulic system mineral oil is permanently attached, clearly states the contents of the container, and includes a DOT symbol indicating that the contents of the container meet the requirements of FMVSS No. 116. The label is necessary to help ensure that these fluids are used for their intended purpose only and the containers are properly disposed of when empty. Improper use, storage, or disposal of these fluids could represent a significant safety hazard for the operators of vehicles or equipment in which they are used and for the environment.

*Affected Public:* Business or other for profit organizations.

*Estimated Total Annual Burden:* 7000 hours.

*Estimated Number of Respondents:* 200.

**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 or to the Docket Management System, Docket Number NHTSA-2010-0085 at <http://www.regulations.gov/>.

Comments are invited on whether the proposed collection of information is necessary for the proper performance of the functions of the DOT, including whether the information will have practical utility; the accuracy of the DOT estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and 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 or the Docket Management System is most effective if

OMB or the Docket Management System receives it prior to October 13, 2010.

Issued on: September 3, 2010.

**Joseph S. Carra,**

*Acting Associate Administrator for Rulemaking.*

[FR Doc. 2010-22646 Filed 9-10-10; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-2010-0130]

#### Reports, Forms, and Recordkeeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under the procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. This document describes one collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before November 12, 2010.

**ADDRESSES:** Direct all written comments to: U.S. Department of Transportation, Docket Management Facility, West Building, 1200 New Jersey Ave., SE., Room W12-140, Washington, DC 20590. You may also submit comments electronically at <http://www.regulations.gov>. All comments should refer to the docket no. NHTSA-2009-0052.

**FOR FURTHER INFORMATION CONTACT:** Randolph Atkins, PhD, Contracting Officer's Technical Representative, Office of Behavioral Safety Research (NTI-131), National Highway Traffic Safety Administration, 1200 New Jersey Ave., SE., Washington, DC 20590. Phone number: 202-366-5597. E-mail address: [randolph.atkins@dot.gov](mailto:randolph.atkins@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected

agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment 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 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 submissions of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

#### National Survey of Speeding Attitudes and Behavior: 2010

*Type of Request*—New information collection requirement.

*OMB Clearance Number*—None.

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

*Requested Expiration Date of Approval*—September 1, 2013.

*Summary of the Collection of Information*—NHTSA proposes to conduct a National Survey of Speeding Attitudes and Behavior by telephone among a national probability sample of 6,000 drivers, age 16 and older. Participation by respondents would be voluntary. Survey topics would include the extent to which drivers speed, attitudes and perceptions about speeding, reasons and motivations for speeding, and knowledge and attitudes towards countermeasure strategies to deter speeding.

In conducting the proposed survey, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. A Spanish-language translation and bilingual interviewers would be used to minimize language barriers to participation. Interviews will be conducted with respondents using landline phones and with respondents using cell phones. The proposed survey would be anonymous; the survey would not collect any personal information