

review of previous studies. In addition, the Tier 1 EIS will consider ideas or concepts that are suggested by resource agencies or the public during the scoping process. Potential route alternatives for the corridor were identified by the MWRRI and the Iowa DOT 10 Year Strategic Passenger-Rail Plan. The previously established primary passenger rail routes are the Illinois Central, Chicago & North Western, Milwaukee Road, Rock Island, and Burlington and are nominally oriented from north to south and east to west. The MWRRI considered these five routes as well as a combination of the Rock Island and Burlington routes to provide a different approach into Chicago, Illinois. Tier 2 component projects will also be identified during the Tier 1 EIS process. Tier 2 project component assessments will incorporate by reference the data and evaluations included in the Tier 1 EIS.

**Possible Effects:** The FRA and Iowa DOT will evaluate direct, indirect and cumulative changes to the social, economic, and physical environment, including land use and socioeconomic conditions, ecology, water resources, historic and archaeological resources, visual character and aesthetics, contaminated and hazardous materials, transportation, air quality, noise and vibration. Potential for disproportionate and adverse impacts to environmental justice communities will be examined for all alternatives, and accommodations made for limited English proficiency and Title VI requirements. The evaluation will take into account both beneficial and adverse affects and identify measures to avoid, minimize, and mitigate adverse community and environmental impacts. The analysis will be undertaken consistent with NEPA, CEQ regulations, Section 106 of the National Historic Preservation Act, the Endangered Species Act, Clean Air Act, Clean Water Act, FRA's Environmental Procedures, Iowa DOT guidance, and Section 4(f) of the Department of Transportation Act of 1966, along with other applicable Federal and state regulations.

**Scoping Process:** The FRA and Iowa DOT are inviting comments and suggestions regarding the scope of the Tier 1 EIS from all interested parties, to ensure that all issues are addressed related to this proposal and any significant impacts are identified. Comments or questions concerning the proposed action and the Tier 1 EIS should be directed to the Iowa DOT at the address above. Letters describing the proposed action and soliciting comments will be sent to the appropriate Federal, State and local

agencies, Native American tribes and to private organizations who might have previously expressed or who are known to have an interest in this proposal. Federal agencies with jurisdiction by law or special expertise with respect to potential environmental issues will be requested to act as a Cooperating Agency in accordance with 40 CFR 1501.6.

Iowa DOT will lead the outreach activities, beginning with the online scoping meeting described above in DATES. Public involvement initiatives, including public meetings, newsletters, and outreach will be held throughout the course of this study. Opportunities for public participation will be announced through mailings, notices, advertisements, press releases and a project Web site: <http://www.iowadot.gov/chicagotoomaha>.

Issued in Washington, DC, on March 12, 2012.

**Paul Nissenbaum,**

*Associate Administrator for Railroad Policy and Development, Federal Railroad Administration.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2010-0053]

#### Visual-Manual NHTSA Driver Distraction Guidelines for In-Vehicle Electronic Devices

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

**ACTION:** Announcement of technical workshop.

**SUMMARY:** On February 24, 2012, NHTSA published proposed Visual-Manual Driver Distraction Guidelines for In-Vehicle Electronic Devices. NHTSA is announcing a public workshop to discuss technical issues relevant to these proposed Guidelines. The workshop will include brief NHTSA presentations outlining the content of and basis for the Guidelines and will provide opportunities for the public to ask questions and present information on the technical aspects of the proposed Guidelines.

**DATES:** *Technical Workshop.* The technical workshop will be held on March 23, 2012, at the location indicated in the **ADDRESSES** section below. The workshop will start at 9 a.m. and is scheduled to continue until 12 p.m., local time. However, the workshop

will continue beyond 12 p.m. if there are presenters who have not yet had a chance to make their presentation or if the presiding official believes that allowing the discussion to extend beyond that time would be beneficial. If you would like to attend the technical workshop and either make a presentation or participate in the discussion, please contact the person identified under **FOR FURTHER INFORMATION CONTACT** no later than March 16, 2012.

**Written comments.** As announced in the proposal, to be assured of consideration, written comments on the proposed NHTSA Guidelines must be received by April 24, 2012 (77 FR 11200).

**ADDRESSES:** The March 23, 2012 technical workshop will be held at the National Highway Traffic Safety Administration Vehicle and Research Test Center, 10820 State Route 347—Bldg. 60, East Liberty, Ohio 43319.

**FOR FURTHER INFORMATION CONTACT:** If you would like to attend the technical workshop and either make a presentation or participate in the discussion, please contact Elizabeth Mazzae, by the date specified under **DATES** section above, at: Applied Crash Avoidance Research Division, Vehicle Research and Test Center, NHTSA, 10820 State Route 347—Bldg. 60, East Liberty, Ohio 43319; Telephone (937) 666-4511; Facsimile: (937) 666-3590; email address: [elizabeth.mazzae@dot.gov](mailto:elizabeth.mazzae@dot.gov).

Please provide her with the following information: Name, affiliation, address, email address, telephone and fax numbers, and indicate whether you require accommodations such as a sign language interpreter or translator or whether you plan to use technological aids (e.g., audio-visuals, computer slideshows).

You may learn more about the proposed NHTSA Guidelines by visiting the Department of Transportation's Web site on distracted driving, *Distraction.gov*, NHTSA's Web site, [www.nhtsa.gov](http://www.nhtsa.gov), or by searching the public docket (NHTSA-2010-0053) at [www.regulations.gov](http://www.regulations.gov).

**SUPPLEMENTARY INFORMATION:** The proposed NHTSA Guidelines are meant to promote safety by discouraging the introduction of excessively distracting devices in vehicles. These NHTSA Guidelines, which are voluntary, apply to communications, entertainment, information gathering, and navigation devices or functions that are not required to operate the vehicle safely and that are operated by the driver through visual-manual means (meaning

the driver looking at a device, manipulating a device-related control with the driver's hand, and watching for visual feedback).

The proposed NHTSA Guidelines list certain secondary, non-driving related tasks that, based on NHTSA's research, are believed by the agency to interfere inherently with a driver's ability to safely control the vehicle. The Guidelines recommend that those in-vehicle devices be designed so that they cannot be used by the driver to perform such tasks while the driver is driving. For all other secondary, non-driving-related visual-manual tasks, the NHTSA Guidelines specify a test method for measuring the impact of performing those tasks on driving safety and time-based acceptance criteria for assessing whether a task interferes too much with driver attention to be suitable to be performed while driving. If a task does not meet the acceptance criteria, the NHTSA Guidelines recommend that in-vehicle devices be designed so that the task cannot be performed by the driver while driving.

In addition to identifying inherently distracting tasks and providing a means for measuring and evaluating the level of distraction associated with other non-driving-related tasks, the NHTSA Guidelines set forth several design recommendations for in-vehicle devices in order to minimize their potential for distraction.

The proposed NHTSA Guidelines were published in the **Federal Register** on February 24, 2012 (77 FR 11200) and are available on the Web pages listed above under **FOR FURTHER INFORMATION CONTACT** and also in the rulemaking docket. The notice is also available at [http://www.nhtsa.gov/staticfiles/rulemaking/pdf/Distracton\\_NPFG-02162012.pdf](http://www.nhtsa.gov/staticfiles/rulemaking/pdf/Distracton_NPFG-02162012.pdf).

Background information concerning the proposal in particular and the problem of distracted driving in general is available at <http://www.nhtsa.gov/About+NHTSA/Press+Releases/2012/U.S.+Department+of+Transportation+Proposes+Distraction+Guidelines+for+Automakers> and at <http://www.distraction.gov/>.

The purpose of the public technical workshop is to provide interested parties with an opportunity to discuss issues relevant to the technical aspects of NHTSA's Visual-Manual Driver Distraction Guidelines. The workshop will include brief NHTSA presentations outlining the content and basis of the proposed Guidelines. The workshop will be held in a lab environment.

*Technical Workshop Procedures.* Because the technical workshop will be

located in a lab environment, NHTSA requests that the number of those attending from each affiliation be held to a minimum. For security purposes, photo identification is required to enter NHTSA's Vehicle Research and Test Center.

NHTSA will conduct the workshop informally. Thus, technical rules of evidence will not apply. There will be an opportunity for attendees to make presentations and ask NHTSA staff questions related to the technical aspects of the proposed Guidelines.

Once NHTSA establishes how many people have registered to make presentations at the workshop, we will allocate an appropriate amount of time to each participant, allowing time for necessary breaks. In addition, we will reserve a block of time for anyone else in the audience who wants to make a presentation.

For planning purposes, each speaker should anticipate speaking for approximately 15–20 minutes, although we may need to shorten that time if there is a large turnout. We will accommodate your requested presentation time to the extent we can, consistent with the other requests we receive. We request that you bring three copies of your statement or other material (e.g., film clips and slides) so that it can be placed into the docket.

If you plan to use technological aids (e.g., audio-visuals, computer slideshows), you must notify the contact person in the **FOR FURTHER INFORMATION CONTACT** section above in advance of the meeting and make advance arrangements with that person regarding the use of any aids in order to facilitate set-up.

Presenters wishing to provide supplementary information should submit it by the April 24th deadline for written comments. Written statements and supporting information submitted during the comment period will be considered with the same weight as oral comments and supporting information presented at the technical workshop.

Issued on March 9, 2012.

**David L. Strickland,**

*Administrator.*

[FR Doc. 2012–6266 Filed 3–12–12; 4:15 pm]

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2011–0342]

#### Pipeline Safety: Information Collection Activities

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

**ACTION:** Notice and request for comments.

**SUMMARY:** On December 27, 2011, in accordance with the Paperwork Reduction Act of 1995, PHMSA published a notice with request for comments in the **Federal Register** (76 FR 81013). The notice regards the renewal of an information collection titled, “Gas Pipeline Safety Program Certification and Hazardous Liquid Pipeline Safety Program Certification,” and identified under Office of Management and Budget (OMB) control number 2137–0584. PHMSA received no comments on the notice and is now forwarding the information collection request to OMB for approval and providing an additional 30 days for comments.

**DATES:** Interested persons are invited to submit comments on or before April 16, 2012.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, directly to OMB, Office of Information and Regulatory Affairs, Attn: Desk Officer for the U.S. Department of Transportation (PHMSA), 725 17th Street NW., Washington, DC 20503.

**FOR FURTHER INFORMATION CONTACT:** Angela Dow by telephone at 202–366–1246, by fax at 202–366–4566, or by mail at DOT, PHMSA, 1200 New Jersey Avenue SE., PHP–30, Washington, DC 20590–0001.

**SUPPLEMENTARY INFORMATION:** Section 1320.8(d), Title 5, Code of Federal Regulations, requires PHMSA to provide interested members of the public and affected agencies an opportunity to comment on information collection and recordkeeping requests. This notice identifies an information collection request that PHMSA will be submitting to OMB for renewal titled, “Gas Pipeline Safety Program Certification and Hazardous Liquid Pipeline Safety Program Certification” (OMB control number 2137–0584).

PHMSA notes that the **Federal Register** notice published on December 27, 2011, contained a clerical error. Specifically, the notice inadvertently