

**ACTION:** Notice of the OMB review of information collection and solicitation of public comment.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) abstracted below will be submitted to the Office of Management and Budget (OMB) for review. The ICR describes the nature of the information collection and its expected burden.

**DATES:** Submit comments to the Office of Management and Budget (OMB) on or before July 30, 2012.

**FOR FURTHER INFORMATION CONTACT:** Ms. Carole Guzzetta at the National Highway Traffic Safety Administration, Office of Impaired Driving and Occupant Protection, W44-219, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Guzzetta's phone number is 202-366-3665 and her email address is [carole.guzzetta@dot.gov](mailto:carole.guzzetta@dot.gov).

**SUPPLEMENTARY INFORMATION:** A Federal Register Notice with a 60-day comment period soliciting public comments on the following information collection was published on December 16, 2011 (Federal Register/Vol. 76, No. 242/pp. 78334-78335).

*OMB Control Number:* 2127-New.

*Title:* Effectiveness of Child Passenger Safety Information for the Safe Transportation of Children.

*Form No.:* NHTSA Form 1174.

*Type of Review:* Regular.

*Respondents:* Parents and caregivers of children less than 13 years of age will respond to a series of questions after viewing child passenger safety messages.

*Estimated Number of Respondents:* 600 participants will be recruited for the testing sessions.

*Estimated Time Per Response:* 75 minutes per testing session.

*Total Estimated Annual Burden Hours:* 750 hours.

*Frequency of Collection:* The survey will be administered a single time.

*Abstract:* The National Highway Traffic Safety Administration (NHTSA) proposes to collect information from parents and caregivers of children less than 13 years of age about their knowledge, behavior, and perceptions of various child passenger safety (CPS) messages. Demographic information about the participants will also be collected. Participation in the study will be voluntary. Parents and caregivers will be recruited at various urban, suburban, and rural locations where they often go with child passengers (e.g., child care centers). They will be asked

to participate in the study which will require them to go to a computer lab center, read CPS messages and respond to questions about these messages using touch-screen computers to reduce survey length and minimize recording errors. No personally identifiable information will be collected during the study. NHTSA will use the findings from this proposed collection of information to better understand how information and perceptions of CPS messages influence parents and caregivers to seek the most appropriate restraint systems for their children (less than 13 years of age). Findings of the study may be used to revise current CPS messages being publicized in the nation.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention: Desk Officer for Department of Transportation, National Highway Traffic Safety Administration, or by email at [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov), or fax: 202-395-5806.

*Comments Are Invited On:* whether the proposed collection of information is necessary for the proper performance of the functions of the Department of Transportation, including whether the information will have practical utility; the accuracy of the Department's 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 is most effective if OMB receives it within 30 days of publication of this notice.

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

Issued in Washington, DC, on June 25, 2012.

**Jeff Michael,**

*Associate Administrator, Research and Program Development, National Highway Traffic Safety Administration.*

[FR Doc. 2012-15914 Filed 6-27-12; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB 1099X]

#### Sunflour Railroad, Inc.—Abandonment Exemption—in Roberts and Marshall Counties, S.D.

Sunflour Railroad, Inc. (SRI), has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon 8.1 miles of rail line between milepost 228.2 at the east property line of 454th Avenue, located approximately one mile west of Claire City, and milepost 236.3 located at the western terminus of the line at Washington Avenue in Veblen, in Roberts and Marshall Counties, S.D. The line traverses United States Postal Service Zip Codes 57224 and 57270.

SRI has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) no overhead traffic has moved over the line for at least 2 years; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on July 28, 2012, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup>

<sup>1</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C. 2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may

formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by July 9, 2012. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by July 18, 2012, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to SRI's representative: Thomas F. McFarland, 208 South LaSalle St., Suite 1890, Chicago, IL 60604.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

SRI has filed a combined environmental and historic report that addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by July 3, 2012. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling OEA at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service at (800) 877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), SRI shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by SRI's filing of a notice of consummation by June 28, 2013, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at [www.stb.dot.gov](http://www.stb.dot.gov).

Decided: June 19, 2012.

By the Board, Richard Armstrong, Acting Director, Office of Proceedings.

**Jeffrey Herzig,**  
Clearance Clerk.

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take appropriate action before the exemption's effective date.

<sup>2</sup> Each OFA must be accompanied by the filing fee, which is currently set at \$1,500. See 49 CFR 1002.2(f)(25).

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB 117 (Sub-No. 8X)]

#### Elgin, Joliet & Eastern Railway Company—Abandonment Exemption— in Grundy County, Ill.

Elgin, Joliet & Eastern Railway Company (EJ&E)<sup>1</sup> has filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments* to abandon a 2.26-mile line of railroad, known as the Goose Lake Segment, extending from milepost 27.91 to the end of the track at milepost 30.17 near Morris, in Grundy County, Ill.<sup>2</sup> The line traverses United States Postal Service Zip Code 60450.

In the notice, EJ&E explains that, following abandonment, it intends to convey the right-of-way to the Illinois Department of Natural Resources (ILDNR). In turn, ILDNR plans to use the right-of-way to connect with two properties that are adjacent to the right-of-way to increase the quality of the wetland and migratory bird habitat.

EJ&E has certified that: (1) No local traffic has moved over the line for at least two years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial

revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on July 28, 2012, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>3</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>4</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by July 9, 2012. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by July 18, 2012, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to EJ&E's representative: Jeremy M. Berman, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 920, Chicago, IL 60606.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

EJ&E has filed a combined environmental and historic report that addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by July 3, 2012. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling OEA at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service at 1-800-877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), EJ&E shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by EJ&E's filing of a notice of consummation by June 28, 2013, and

<sup>3</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>4</sup> Each OFA must be accompanied by the filing fee, which is currently set at \$1,500. See 49 CFR 1002.2(f)(25).

<sup>1</sup> EJ&E is a wholly owned, indirect subsidiary of Canadian National Railway Company. See *Canadian Nat'l Ry. & Grand Trunk Corp.—Control—EJ&E West Co.*, FD 35087 (STB served Dec. 24, 2008).

<sup>2</sup> EJ&E states that the Goose Lake Segment is at the south end of the remaining portion of its Coal City Branch. EJ&E also states that the last traffic on the line moved prior to 1991. The line was recently utilized by a private firm to test track geometry equipment; that use ended on May 1, 2009.