

accordingly. One way this might happen is by advising the motorist earlier of the impending signal change. Driver interviews performed under this study area can provide information on many key issues including behavioral adaptation, decision making, and reaction times to signal phases and changes. This kind of information could lead to improvements to signal controllers that increase mobility and improve safety. Speed management is another area that could benefit from interview data. For example, lower speed limits in construction zones are difficult to enforce, and interview data with drivers can provide information on better methods of restraining driver speeds in these hazardous situations.

Category C (Older and Younger Drivers). The driving behaviors of these two high risk groups are of interest for almost all FHWA safety related studies. For example, older driver's performance as they negotiate new designs informs the engineer of those aspects of the design that present potential safety problems, and may be in need of modification. In contrast, young drivers present a separate set of challenges for highway engineers. Their ability to negotiate a new design may be less of a concern, however; it is necessary to understand how these drivers perform as they drive through these new designs. This is important as some younger drivers may be willing to take extra risks in situations where ambiguity exists. Such information from younger drivers will help engineers determine areas of potential ambiguity in design and modify these areas as necessary to ensure they are not introducing safety hazards.

Category D (Pedestrians and Bicyclists). Research related to pedestrians and bicyclists arises from the need to determine the most effective ways to accommodate these infrastructure users. While overt pedestrian and bicyclist behavior needs to be directly observed to enable engineers to determine potential safety hazards to these user groups. For example, when a new intersection design is being introduced (e.g., a triple lane roundabout) it is especially advantageous to acquire data that shows how pedestrians and bicyclists negotiate such a new design. The needs of disabled pedestrians are also considered when researching new intersection treatments, and in these efforts FHWA works closely with the U.S. Access Board to ensure that novel intersection treatments accommodate their needs. Another example of research in this area is determining bicyclists' reactions to such treatments as separately marked

bicycle lanes, signage, and overall roadway configuration.

Description of How Field and Laboratory Study Participants Will Be Acquired

Participants for research studies will be acquired by advertisement in local papers, by the distribution of flyers, or by postings to the internet. Typically, interested parties contact FHWA and they are asked a few questions to determine whether they qualify for the study. These questions involve such issues as age, driver familiarity with the location or scenario being used, number of miles driven per year, and gender.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting From These Information Collections and Requests for Comments

Experimental Participants: Approximately 6,000 roadway users drawn from the general driving population.

Frequency: This approval request is for 30 studies over a 3 year period.

Estimated Average Burden per respondent: FHWA estimates data acquisition from persons participating in research will require on average about 1 hour per person.

Estimated Total and Annual Burden Hours: Assuming 20 studies will be Laboratory based (Simulator), and 10 will be Field based (Field Research Vehicle), the burden is calculated as follows:

Laboratory Experiments: 20 Simulator * 210 participants * 1 hour = 4200
Field Experiments: 10 studies * 180 participants * 1 hour = 1800 hours

Estimated Total Burden Hours: = 6000 hours

Estimated Annual Burden Hours (over 3 years) = 2000 hours

Public Comments Invited: You are asked to comment on any aspect of these information collections, including: (1) Whether the proposed collections are necessary for FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. FHWA will respond to your comments and summarize or include them when requesting clearance from OMB for these information data collections.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on December 18, 2009.

Tina Campbell,

Acting Chief, Management Programs and Analysis Division.

[FR Doc. E9-30568 Filed 12-28-09; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

RIN 2130-AB74

Richmond-Hampton Roads Passenger Rail Project

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of availability of the Tier I Draft Environmental Impact Statement and public hearings for the Richmond-Hampton Roads Passenger Rail Project (Project).

SUMMARY: The Federal Railroad Administration announces the availability of the Richmond-Hampton Roads Passenger Rail Project Draft Tier I Environmental Impact Statement (DEIS) for public review and comment. The DEIS was prepared pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended, 42 U.S.C. 4321 *et seq.*, the Council on Environmental Quality NEPA implementing regulations, 40 CFR parts 1500-1508, and the FRA NEPA procedures, 64 FR 28545 (May 26, 1999). FRA is the lead Federal agency and the Virginia Department of Rail and Public Transportation (DRPT) is the lead State agency. The Environmental Protection Agency (EPA) included the DEIS in the Notice of Availability (NOA) published on December 11, 2009.

DATES: FRA invites interested Members of Congress, state and local governments, other Federal agencies, Native American tribal governments, organizations, and members of the public to provide comments on the DEIS. The public comment period began with EPA's publication of the NOA on December 11, 2009. Because of the anticipated interest in the Project, the comment period will continue until February 11, 2010. Written and oral comments will be given equal weight, and FRA and DRPT will consider all comments received or postmarked by that date in preparing the Final EIS. Comments received or postmarked after that date will be considered to the extent practicable.

Dates and locations for the public hearings are:

1. Richmond: January 26, 2010 from 5:30 to 8 p.m. Eastern Standard Time.

Virginia Department of Motor Vehicles, 2300 West Broad Street, Richmond, VA 23269.

2. Newport News: January 27, 2010 from 5:30 to 8 p.m. Eastern Standard Time. City Center Conference Facilities, James and Warwick Rooms, 700 Town Center Drive, Newport News, VA 23606.

3. Norfolk: January 28, 2010 from 5:30 to 8 p.m. Eastern Standard Time. Half Moore Cruise and Celebration Center, One Waterside Drive, Norfolk, VA 23510.

ADDRESSES: Comments may be submitted at the public hearings both verbally and in writing. Written comments may be submitted via the project Web site at <http://www.rich2hrrail.info> or mailed to VDRPT at the Commonwealth of Virginia, Department of Rail & Public Transportation, 600 East Main Street, Suite 2102, Richmond, VA 23219, Attention: Public Information Office.

FOR FURTHER INFORMATION CONTACT: For further information regarding the DEIS or the Project, please contact: Ms. Christine Fix, Department of Rail & Public Transportation, 600 East Main

Street, Suite 2102, Richmond, VA 23219 (telephone 804 786-1052); or by e-mail at christine.fix@drpt.virginia.gov with "Richmond-Hampton Roads Passenger Rail Project" in the subject heading, or Mr. John Winkle, Transportation Industry Analyst, Office of Passenger Programs, Federal Railroad Administration, 1200 New Jersey Ave., SE., Room W38-311, Washington, DC 20590 (telephone 202 493-6067), or by e-mail at John.Winkle@DOT.Gov with "Richmond-Hampton Roads Passenger Rail Project" in the subject heading.

SUPPLEMENTARY INFORMATION: The DEIS evaluates the environmental impacts of the Richmond-Hampton Roads Passenger Rail Project, which proposes passenger rail service improvements between the City of Richmond, VA and the Hampton Roads region. As a Tier I document, the DEIS focuses on program level decisions affecting potential passenger rail service in the Richmond-Hampton Roads corridor. The DEIS analyzes a Status Quo Alternative, the No Action Alternative and three Build Alternatives. The Build Alternatives focus on two rail routes to implement passenger rail service improvements:

the Peninsula/CSX Route and the Southside/NS Route. The Build Alternatives examine a combination of conventional (79-mph) and higher speed (90 and 110-mph) passenger rail services with varying service frequencies over the two routes. This rail service would serve as an extension of the Southeast High Speed Rail Corridor, providing rail connections to the Southeast, Northeast, and Mid-Atlantic Regions. Potential environmental impacts of the Build Alternatives include increased noise and vibration, local traffic impacts associated with stations, impacts on historic properties and archeological sites, impacts on parks and recreation resources, impacts on sensitive biological resources and wetlands, and use of energy. Mitigation strategies are described to avoid or minimize potential impacts. Such strategies would be further refined in subsequent environmental review.

Availability of the DEIS

DRPT has placed copies of the Draft EIS and appendices at the following libraries:

Blackwater Regional Library
Chesterfield County Public Library
Gloucester Public Library
Maude Langhorne Nelson Library
York County Public Library/Tabb Library
Pamunkey Regional Library
Portsmouth Main Public Library
Suffolk Morgan Memorial Public Library
Williamsburg Regional Library/Williamsburg Library
Henrico County Municipal Government and Law Library

Chesapeake Public Library
Colonial Heights Public Library
Hampton Main Public Library
Newport News Main Public Library
Norfolk Main Library
Petersburg Central Public Library
Richmond Main Public Library
Virginia Beach Central Library

Commenters are advised to check the project website for a complete list of library locations and addresses.

The document is also available at the Virginia Department of Rail and Public Transportation Office in Richmond, 600 East Main Street, Suite 2102, Richmond, VA; the Hampton Roads Transportation Planning Organization Office in Chesapeake, The Regional Building, 723 Woodlake Drive, Chesapeake, VA; the Richmond Area Metropolitan Planning Organization, located at the Richmond Regional Planning District Commission, 9211 Forest Hill Avenue, Suite 200, Richmond, VA; and the Tri-Cities Area Metropolitan Planning Organization, located at the Crater District Planning Commission, 1964 Wakefield Street, Petersburg, VA. In addition, electronic versions of the Draft EIS and appendices are available through FRA's Web site at <http://www.fra.dot.gov/us/content/2316>, on the VDRPT Web site at <http://www.drpt.virginia.gov/projects/>

[hamptonpassenger.aspx](http://www.rich2hrrail.info), and the project Web site at <http://www.rich2hrrail.info>.

Issued in Washington, DC, on December 18, 2009.

Mark E. Yachmetz,

Associate Administrator for Railroad Development.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Second Meeting, Special Committee 223: Airport Surface Wireless Communications

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 223: Airport Surface Wireless Communications meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 223: Airport Surface Wireless Communications.

DATES: The meeting will be held January 26-27, 2010 from 9 a.m.-5 p.m.

ADDRESSES: The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW, Suite 805, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a RTCA Special Committee 223: Airport Surface Wireless Communications meeting. The agenda will include: