

allows, additional comments will be permitted. Copies of oral comments must be submitted in writing at the meeting. Additional written comments are welcome and must be filed by May 11, 2012.

**DATES:** The meeting will be held on Tuesday, May 8, 2012, from 9:30 a.m. to 5 p.m.

**ADDRESSES:** The meeting will be held in the Media Center at the U.S. Department of Transportation Headquarters, 1200 New Jersey Ave. SE., Washington, DC 20590. To participate via teleconference, please contact Richard Lolich at the Maritime Administration as indicated below.

**FOR FURTHER INFORMATION CONTACT:**

Richard Lolich, (202) 366-0704; Maritime Administration, MAR-540, Room W21-310, 1200 New Jersey Ave. SE., Washington, DC 20590-0001; [richard.lolich@dot.gov](mailto:richard.lolich@dot.gov).

**Authority:** 5 U.S.C. App 2, Sec. 9(a)(2); 41 CFR 101-6. 1005; DOT Order 1120.3B.

Dated: April 19, 2012.

By order of the Maritime Administrator.

**Julie P. Agarwal,**

*Secretary, Maritime Administration.*

[FR Doc. 2012-9835 Filed 4-23-12; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration Electric Vehicle Safety Technical Symposium

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

**ACTION:** Announcement of public symposium.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) is announcing a technical symposium that will be held in Washington, DC on May 18, 2012 to discuss safety considerations for electric vehicles powered by lithium-ion (Li-ion) batteries. The symposium will include brief NHTSA presentations outlining current agency research and activities related to Li-ion batteries and Li-ion battery-powered vehicles, as well as presentations by the Department of Energy, voluntary standards bodies, and automotive and battery manufacturers. Information on the date, time, location, and framework for this public event is included in this notice. Because of space limitations, registration by May 11, 2012 is highly recommended. There are no fees to register or to attend this event.

**DATES:** The symposium will be held on May 18, 2012, at the location indicated

in the **ADDRESSES** section below. The symposium will start at 8:30 a.m. and is scheduled to continue until 4:30 p.m., local time. However, the symposium will continue beyond 4:30 p.m. if the presiding official believes that allowing the discussion to extend beyond that time would be beneficial. If you plan to attend the technical symposium, please follow the registration process described under **FOR FURTHER INFORMATION CONTACT** by May 11, 2012. Depending on the available space, registration may be accepted after that date.

**ADDRESSES:** The May 18, 2012 symposium will be held in the West Atrium of the U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Registration. The meeting will be open to the public and will be physically accessible to people with disabilities. Due to space limitations, pre-registration is highly recommended. If you would like to attend the symposium, please register by the date specified under the **DATES** section above, by visiting <http://www.nhtsa.gov/nhtsa/events/register.cfm> and filling out the on-line form provided. To register, you will be required to provide your first and last name and an email address, and indicate whether you are a U.S. citizen. Please specify any requests for sign language interpretation, other auxiliary aids, or other reasonable accommodation by contacting Mr. Chris Morris, whose contact information is listed under **FOR FURTHER INFORMATION CONTACT**, no later than May 11, 2012. Last minute requests will be accepted, but may be impossible to fulfill.

**FOR FURTHER INFORMATION CONTACT:** For technical issues: Mr. Charlie Case, NHTSA Office of Vehicle Safety Compliance, telephone (202) 366-5319, email address: [charlie.case@dot.gov](mailto:charlie.case@dot.gov).

For logistical issues: Mr. Chris Morris, NHTSA Office of Vehicle Safety, telephone (202) 493-2218; email address: [christopher.morris@dot.gov](mailto:christopher.morris@dot.gov).

**SUPPLEMENTARY INFORMATION:** The National Highway Traffic Safety Administration (NHTSA) is hosting a public technical symposium to discuss regulatory and safety considerations for lithium-ion (Li-ion) battery-powered vehicles.

Electric vehicles show great promise as an innovative and fuel-efficient option for American drivers. Significant research and other activities related to the safety of these vehicles are ongoing by NHTSA, the Department of Energy (DOE), vehicle and battery manufacturers, standards organizations, and others. The purpose of this symposium is to bring together relevant

stakeholders to share information on the status of safety activities related to the use of Li-ion batteries in vehicles designed for on-road use.

In recognition of the growth in the vehicle segment, NHTSA has been focusing increased attention on Li-ion battery safety. For example, the agency has been working with vehicle manufacturers to ensure they have appropriate post-crash protocols. Earlier this year, with the assistance of the National Fire Protection Association, DOE, and others, NHTSA issued interim guidance for consumers, emergency responders, and tow truck operators. This guidance was aimed at increasing awareness about the specific attributes related to Li-ion battery-powered vehicles and at identifying appropriate safety measures to be used in the event of a crash involving such a vehicle.

At the same time, NHTSA is actively involved in developing a body of research regarding electric vehicle safety. The agency is assessing the performance and functional requirements of battery storage systems. NHTSA is conducting a detailed Failure Analysis approach to help the agency to identify the problems that can occur in Li-ion batteries and the severity of their occurrence. This will help NHTSA prioritize its research and potential rulemaking in this area.

**Technical Symposium Agenda.** NHTSA expects that the following topics will be part of the symposium: NHTSA's ongoing research on Li-ion battery safety; DOE's perspective on Li-ion battery safety; an overview of industry voluntary standards applicable to Li-ion battery-powered vehicles; emergency response procedures relevant to Li-ion battery-powered vehicles; and other safety issues, including those related to battery management systems, battery design parameters, and safety testing.

**Technical Symposium Procedures and Logistics.** NHTSA will conduct the symposium informally. The symposium will include brief presentations from NHTSA, DOE, voluntary standards bodies, and automotive and battery manufacturers. There will be opportunities for attendees to ask questions of NHTSA and of the technical presenters.

To attend this symposium, please follow the registration process described under **FOR FURTHER INFORMATION CONTACT** by the date specified under the **DATES** section. Pre-registration is highly recommended because of security and space limitation reasons. Depending on the available space, late registration may be accepted. After registration, NHTSA will send attendees follow-up

information regarding symposium day logistics (i.e., directions to the building, parking accommodations, etc.).

For security purposes, government-issued photo identification is required to enter the Department of Transportation building. Non-U.S. citizens will be required to show passports. To allow sufficient time to clear security and enter the building, NHTSA recommends that symposium participants arrive 30 to 60 minutes prior to the start of the event.

Issued on: April 18, 2012.

**David L. Strickland,**

*Administrator.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB 33 (Sub-No. 303X); Docket No. AB 980 (Sub-No. 1X)]

#### **Union Pacific Railroad Company—Abandonment of Freight Easement Exemption—in Alameda and Santa Clara Counties, CA (San Jose Industrial Lead); Santa Clara Valley Transportation Authority—Abandonment of Residual Common Carrier Obligation Exemption—in Alameda and Santa Clara Counties, CA (San Jose Industrial Lead)**

On April 4, 2012, Union Pacific Railroad Company (UP) and Santa Clara Valley Transportation Authority (VTA) jointly filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 for UP to abandon its freight operating easement on, and for VTA, the owner of the line, to abandon its residual common carrier obligation for, a portion of the San Jose Industrial Lead between milepost 7.35 near Warm Springs and milepost 16.30 near San Jose, a distance of 8.95 miles, in Alameda and Santa Clara Counties, CA.<sup>1</sup> The line traverses United States Postal Service Zip Codes 95116, 95122, 95112, 95133 and 94533.

In addition to an exemption from the provisions of 49 U.S.C. 10903, petitioners seek an exemption from 49 U.S.C. 10904 (offer of financial assistance (OFA) procedures) and 49 U.S.C. 10905 (public use provisions). In support, petitioners state that the line is to be abandoned for freight rail service,

but will be retained and rebuilt for future inclusion in the Bay Area Rapid Transit System (BART). Petitioners assert that the right-of-way is thus needed for a valid public purpose and that there is no other overriding public need for continued freight rail service.<sup>2</sup> These requests will be addressed in the final decision.

According to petitioners, the line does not contain Federally granted rights-of-way. Any documentation in petitioners' possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by July 23, 2012.

Any OFA under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a \$1,500 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than May 14, 2012. Each trail use request must be accompanied by a \$250 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to Docket Nos. AB 33 (Sub-No. 303X) and AB 980 (Sub-No. 1X) and must be sent to: (1) Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001; and (2) petitioners' representatives, Mack H. Shumate, Jr., 101 North Wacker Drive, Suite 1920, Chicago, IL 60606 (UP), and Charles A. Spitulnik, 1001 Connecticut Ave. NW., Suite 800, Washington, DC 20036 (VTA). Replies to the petition are due on or before May 14, 2012.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning

environmental issues may be directed to the Board's Office of Environmental Analysis (OEA) at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by OEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact OEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA generally will be within 30 days of its service.

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

Decided: April 19, 2012.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Jeffrey Herzig,**  
*Clearance Clerk.*

[FR Doc. 2012-9815 Filed 4-23-12; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### **Proposed Collection; Comment Request for Form 1040 and Schedules A, B, C, C-EZ, D, D-1, E, EIC, F, H, J, R, and SE, Form 1040A, Form 1040EZ, Form 1040NR, Form 1040NR-EZ, Form 1040X, and All Attachments to These Forms**

**AGENCY:** Internal Revenue Service (IRS), Treasury.

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

**SUMMARY:** The Internal Revenue Service, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and continuing information collections, as required by the Paperwork Reduction Act of 1995 (PRA), Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). This notice requests comments on all forms used by individual taxpayers: Form 1040, U.S. Individual Income Tax Return, and Schedules A, B, C, C-EZ, D, D-1, E, EIC, F, H, J, R, and SE; Form 1040A; Form 1040EZ; Form 1040NR; Form 1040NR-EZ; Form 1040X; and all attachments to these forms (see the Appendix to this notice).

<sup>1</sup> According to petitioners, VTA purchased the line from UP in December 2002, with UP retaining an operating easement. See *Santa Clara Valley Transp. Auth.—Acquisition Exemption—Union Pac. R.R.*, FD 34292 (STB served Dec. 26, 2002, and Apr. 30, 2003).

<sup>2</sup> Petitioners state that the two former shippers on the line, Clean Harbors San Jose LLC and Frank-Lin Distillers Products Ltd., have, pursuant to agreements with VTA, relocated and will continue to be rail served at their new locations.