

to 2 waves of program activity are planned in each program site, and thus interviews will be administered a maximum of 4 times in each site (before and after each of 2 program waves). Sample size will be up to 500 riders per interview administration, for a total maximum of 12,000 riders.

For interventions where a pre-post design would not be possible (*i.e.*, interventions that are conducted in conjunction with an infrequently-occurring event), the interviews will follow a test-control design where they are administered during the intervention in the program site, and in a control site that did not experience an intervention. The proposed interviews will be anonymous. Participation by respondents will be voluntary.

Need and Use of Information: The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

The heavy toll that impaired driving exacts on the Nation in fatalities, injuries, and economic costs is well documented. Impaired motorcycle riding has also been an increasing concern on our Nation's roads. Motorcycle fatalities in the US decreased in 2009 for the first time after steadily increasing for 11 years; however, even with this decline, the number of motorcycle fatalities in 2009 was nearly double that from a decade earlier. Alcohol impairment is a factor that contributes to a substantial proportion of fatal motorcycle crashes. In 2009, 30% of motorcycle riders fatally injured in crashes had a blood alcohol concentration (BAC) at or above .08 g/dL, which is *per se* evidence of impaired riding in all States. Forty-two percent of riders who died in single-vehicle crashes in 2009, and 63% of riders who died in single-vehicle crashes on weekend nights, had a BAC of .08 g/dL or higher.

In 2012, NHTSA anticipates sponsoring demonstration projects in multiple sites to conduct interventions with the purpose of reducing impaired motorcycle riding. NHTSA plans to evaluate these interventions to determine their effectiveness. A key component of this evaluation effort will use brief interviews to assess motorcycle riders' knowledge of the intervention, self-reported drinking and riding behavior, and belief that alcohol-

impaired driving laws are enforced for all motorists, including motorcycle riders in the areas in which the interventions will occur.

The findings from this proposed collection of information will assist NHTSA in addressing the problem of alcohol-impaired motorcycle riding. NHTSA will use the findings to help focus current programs and activities to achieve the greatest benefit, to develop new programs to decrease the likelihood of impaired riding, and to provide informational support to States, localities, and law enforcement agencies that will aid them in their efforts to reduce impaired motorcycle crashes.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information): Under this proposed effort, NHTSA intends to conduct up to 12,000 face-to-face interviews with motorcycle riders. Interview length will average 5 minutes, and each member of the sample would complete one interview. Businesses would be ineligible for the sample and would not be interviewed. Interviews will be conducted in a maximum of 4 demonstration sites and 2 control sites, with up to 4 interview administrations occurring in each site (baseline and post-intervention surveys before and after each of 2 program waves). Up to 500 motorcycle riders will be interviewed at each site during each interview administration.

Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information: NHTSA estimates the respondents in the sample will require an average of 5 minutes to complete the interviews. Thus, for the 12,000 respondents, the estimated reporting burden hours on the general public will be a maximum of 1,000 hours, over one year. The respondents will not incur any record-keeping burden or record-keeping cost from the information collection.

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

Jeffrey Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2011-9130 Filed 4-14-11; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2011-0063]

Pipeline Safety: Request for Special Permit

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

ACTION: Notice.

SUMMARY: Pursuant to the Federal pipeline safety laws, PHMSA is publishing this notice of special permit requests we have received from several pipeline operators, seeking relief from compliance with certain requirements in the Federal pipeline safety regulations. This notice seeks public comments on these requests, including comments on any safety or environmental impacts. At the conclusion of the 30-day comment period, PHMSA will evaluate the requests and determine whether to grant or deny a special permit.

DATES: Submit any comments regarding these special permit requests by May 16, 2011.

ADDRESSES: Comments should reference the docket numbers for the specific special permit request and may be submitted in the following ways:

- *E-Gov Web Site:* <http://www.Regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency.
- *Fax:* 1-202-493-2251.
- *Mail:* Docket Management System: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.
- *Hand Delivery:* Docket Management System: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: You should identify the docket number for the special permit request you are commenting on at the beginning of your comments. If you submit your comments by mail, please submit two copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard. Internet users may submit comments at <http://www.Regulations.gov>.

Note: Comments are posted without changes or edits to <http://www.Regulations.gov>.

www.Regulations.gov, including any personal information provided. There is a privacy statement published on *http://www.Regulations.gov*.

FOR FURTHER INFORMATION CONTACT:

General: Kay McIver by telephone at 202-366-0113, or e-mail at *kay.mciver@dot.gov*.

Technical: Steve Nanney by telephone at 713-628-7479, or e-mail at *Steve.Nanney@dot.gov*.

SUPPLEMENTARY INFORMATION: PHMSA has received requests for special permits

from several pipeline operators who seek relief from compliance with certain pipeline safety regulations. Each request includes a technical analysis provided by the respective operator. Each request has been filed at *www.Regulations.gov* and assigned a separate docket number. We invite interested persons to participate by reviewing these special permit requests at *http://www.Regulations.gov*, and by submitting written comments, data or other views. Please include any comments on potential environmental

impacts that may result if these special permits are granted.

Before acting on these special permit requests, PHMSA will evaluate all comments received on or before the comments closing date. Comments will be evaluated after this date if it is possible to do so without incurring additional expense or delay. PHMSA will consider each relevant comment we receive in making our decision to grant or deny a request.

PHMSA has received the following special permit requests:

Docket No.	Requester	Regulation(s)	Nature of special permit
PHMSA-2010-0311 ...	Gulf South Pipeline Company LP (GSPC) (Operated by Boardwalk Pipeline Partners).	49 CFR 192.611	To authorize Gulf South Pipeline LP (GSPC) to engage in an alternative approach to conduct risk control activities based on Integrity Management Program principles rather than lowering the Maximum Allowable Operating Pressure (MAOP) or replacing the subject pipe segments. This application is for two 30-inch segments, segments 3 and 4, of the TPL 330 natural gas pipeline located in St. Landry Parish of Louisiana. These segments have changed from Class 1 and 2 locations to Class 3 locations. Segments 3 and 4 are located at Survey Station 3,673+02 ft. to Survey Station 3,696+13 ft. and Survey Station 3,772+10 ft. to Survey Station 3,806+09 ft., respectively. Both segments have a MAOP of 1,000 psig and a total combined length of 1.08 miles.
PHMSA-2010-0300 ...	Belle Fourche	49 CFR 195.106, 195.112(a)(b), 195.120, 195.200, 195.406(a)(1) and 195.653.	To authorize Belle Fourche an exemption from certain requirements in Subpart A, Subpart C and Subpart H of 49 CFR Part 195. Belle Fourche seeks exception in two general categories; first for permission to allow flexible steel pipe in Federally regulated service, and second to adopt the use of requirements and standards appropriate for flexible steel pipes. Belle Fourche further seeks permission to insert Flexsteel pipe into 32 miles of existing out-of-service 4-inch steel pipelines, for the transport of diesel fuel from Belle Fourche's Hawk Point station to the Arch Coal Mine diesel tank in Campbell County, Wyoming.
PHMSA-2006-26618	El Paso Pipeline Group for Tennessee Gas Pipeline.	49 CFR 192.611	To authorize Tennessee Gas Pipeline to extend previously approved permit for the 30-inch Niagara Spur Loop Line 230B-200, near Lockport, New York by an additional 1,250 feet. The previously issued permit allowed Tennessee Gas Pipeline (TGP) to operate at or below the MAOP of 877 psig.
PHMSA-2011-0056 ...	Exxon Mobil	49 CFR 195.452(h)(4)	To authorize Exxon Mobil Pipeline Company (EMPCo) permission to employ alternative repair criteria to repair reconditioned sections of the South Bend to New Iberia and the New Iberia to Sunset segments of their pipeline. Specifically EMPCo proposes to leave in-situ the anomalous conditions that were previously repaired/addressed during reconditioning activities performed circa 1951, prior to the pipeline installation. This pipeline transports crude production from Louisiana's South Marsh Island Offshore System pipeline (South Bend Station) to New Iberia and Sunset stations for further delivery into Alon's refinery in Krotz Springs or the Anchorage Terminal near Baton Rouge. The segment is 34.5 miles long. Of that portion, the HCA mileage is 32.0 miles. The pipeline runs through the counties of Parish, St. Martin, Lafayette and St. Landry in Louisiana. The pipeline segment is Interstate with original construction dates of 1951, 1952 and 1967. The majority of the 12.75" OD line was constructed from pipe that was reconditioned post World War II (including puddle welding of pitted and dented areas, double jointing, and new coating).

Authority: 49 U.S.C. 60118 (c)(1) and 49 CFR 1.53.

Issued in Washington, DC, on April 8, 2011.

Jeffrey D. Wiese,

Associate Administrator for Pipeline Safety.

[FR Doc. 2011-9226 Filed 4-14-11; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 1043 (Sub-No. 2X)]

Montreal, Maine & Atlantic Railway, Ltd.—Abandonment Exemption—in Aroostook County, ME

On March 28, 2011, Montreal, Maine & Atlantic Railway, Ltd. (MMA) 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 to abandon a .4-mile rail line extending between milepost V 23.72 at Bridge Street and milepost V 24.12 at Main Street, in Van Buren, Aroostook County, Me. The line traverses United States Postal Service Zip Code 04785.

In addition to an exemption from the provisions of 49 U.S.C. 10903, MMA seeks exemption from 49 U.S.C. 10904 (offer of financial assistance (OFA) procedures) and 49 U.S.C. 10905 (public use conditions). MMA also seeks relief from the trail use provisions of the Board's regulations at 49 CFR 1152.29. In support, MMA states that, upon receipt of abandonment authority, it plans to sell the .4-mile rail line and its transloading yard to the United States General Services Administration (GSA). In turn, GSA plans to use the property, together with other property that GSA has acquired, to construct a new land port of entry facility for the U.S. Customs and Border Protection Agency. MMA also seeks expedited action in this proceeding. These requests will be addressed in the final decision.

The line does not contain federally granted rights-of-way. Any documentation in MMA's 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 issuing 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 15, 2011.

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 5, 2011. 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 No. AB 1043 (Sub-No. 2X), and must be sent to: (1) Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001; and (2) James E. Howard, 1 Thompson Square, Suite 201, Charlestown, MA 02129. Replies to MMA's petition are due on or before May 5, 2011.

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 pt. 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 will generally be within 30 days of its service.

Board decisions and notices are available on our Web site at "www.stb.dot.gov."

Decided: April 8, 2011.

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

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2011-9029 Filed 4-14-11; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35478]

Rocky Mountain Railcar and Repair, Inc.—Acquisition and Operation Exemption—Line of Railroad in Tooele County, UT

Rocky Mountain Railcar and Repair, Inc. (Rocky Mountain), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Utah Industrial Depot and operate 11.5 miles of rail line, located inside an existing industrial facility in Tooele County, Utah.¹ The rail line includes a spur that connects to the Union Pacific Railroad Company main line.

According to Rocky Mountain, the transaction is expected to be consummated on or after September 28, 2011 (180 days after the exemption was filed); this is after the May 1, 2011 effective date of the exemption (30 days after the exemption was filed).

Rocky Mountain certifies that its projected annual revenues as a result of this transaction will not result in Rocky Mountain becoming a Class II or Class I rail carrier. Rocky Mountain further certifies that its projected annual revenues upon becoming a Class III carrier will not exceed \$5 million.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than April 22, 2011 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35478, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Trent D. Stirling, Rocky Mountain Railcar and Repair, Inc., 1485 W. James Way, Tooele, UT 84074.

Board decisions and notices are available on our Web site at "www.stb.dot.gov."

Decided: April 12, 2011.

¹ Rocky Mountain states that it currently operates a railcar repair facility, but that it seeks to become a common carrier.