

*Brief Description of Projects Approved for Collection and Use at a \$4.50 PFC Level:*

Runway 8/26 runway end identifier lights conduit installation.  
 Acquisition of lighted portable runway closure crosses.  
 Infrastructure improvements to support security systems.  
 Terminal B improvements—public space.  
 Runway 33 safety area improvements.  
 Runway shoulder rehabilitation.  
 Runway 15 safety area improvements.  
 Fiber optic cable installation.  
 Airfield signage relocation.

*Brief Description of Projects Approved for Collection and Use at a \$3.00 PFC Level:*

Public information display kiosks.  
 Wildlife hazard assessment study.  
 Interactive employee training module.  
 Blast fence extension—taxiway D.  
 Aircraft rescue and firefighting station rehabilitation.

*Brief Description of Disapproved Projects:*

Automatic external defibrillator equipment.

Relocation of airfield trash receptacle.  
 Triturator relocation.

*Determination:* The FAA determined that these projects did not meet a PFC objective under § 158.15(a). In addition, these projects do not meet the requirements of § 158.15(b).

*Decision Date:* July 15, 2011.

**FOR FURTHER INFORMATION CONTACT:**

Darlene Williams, Los Angeles Airports District Office, (310) 725-3625.

*Public Agency:* Western Reserve Port Authority, Vienna, Ohio.

*Application Number:* 11-06-C-00-YNG.

*Application Type:* Impose and use a PFC.

*PFC Level:* \$4.50.

*Total PFC Revenue Approved in This Decision:* \$2,181,189.

*Earliest Charge Effective Date:* February 1, 2013.

*Estimated Charge Expiration Date:* February 1, 2030.

*Class of Air Carriers Not Required To Collect PFCs:* Nonscheduled/on demand air carriers filing FAA Form 1800-31.

*Determination:* Approved. Based on information contained in the public agency's application, the FAA has

determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Youngstown-Warren Regional Airport.

*Brief Description of Projects Approved for Collection and Use:*

PFC program administration.  
 Terminal security improvements.  
 Construction of winter material storage facility.  
 Rehabilitation of passenger boarding bridge.  
 Replacement and expansion of baggage delivery conveyor system.  
 Replacement of terminal boiler heating system.  
 Replacement of 10 inoperable/under capacity terminal air conditioning units.  
 Rehabilitation of terminal sanitary sewer system.  
 Replacement of terminal water line system.

*Decision Date:* July 18, 2011.

**FOR FURTHER INFORMATION CONTACT:** Alex Erskine, Detroit Airports District Office, (734) 229-2927.

**AMENDMENTS TO PFC APPROVALS**

Amendment No., city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
07-10-C-03-DSM Des Moines, IA .....	06/29/11	\$9,175,000	\$9,547,773	08/01/17	08/01/17
01-04-C-01-MBS Freeland, MI .....	07/11/11	1,999,052	566,875	07/01/06	07/01/06
06-09-C-02-JAX Jacksonville, FL .....	07/20/11	231,806,084	234,003,597	10/01/23	02/01/24

Issued in Washington, DC on August 30, 2011.

**Joe Hebert,**

*Manager, Financial Analysis and Passenger Facility Charge Branch.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

[Docket Number FRA-2010-0182]

**Petition for Waiver of Compliance**

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Henry G. Peterson, a private individual, seeks a waiver of compliance from the requirements of 49 CFR part 223, Safety Glazing Standards, 49 CFR 223.15, *Requirements for existing passenger cars*. Specifically, Mr. Peterson has petitioned for one lightweight passenger car built in 1950 for the Southern Pacific Railroad as their 10409, now RPCX 8322. Mr. Peterson operates this car on approximately 130 miles of track owned by the Genesee & Wyoming Railroad. This car was purchased by Mr. Peterson in 1993 from Amtrak. There have been no accidents/incidents attributed directly or indirectly to window glazing failures in this equipment while under current ownership. The maximum authorized speed for this train is 45 mph, mostly rural in nature. The car operates in excursion service on two weekends in December with two round trips on Fridays and four round trips on Saturdays and Sundays (20 Polar Express Trips, annual mileage is approximately 800).

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., W12-140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590, between 9 a.m.

and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by October 24, 2011 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://www.regulations.gov>.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78), or online at <http://www.dot.gov/privacy.html>.

Issued in Washington, DC, on September 6, 2011.

**Robert C. Lauby,**

*Deputy Associate Administrator for Regulatory and Legislative Operations.*

[FR Doc. 2011–23126 Filed 9–8–11; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Reports, Forms, and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** Notice with a 60-day comment period was published on April 15, 2011 (76 FR 21422–21423).

**DATES:** Comments must be submitted on or before October 11, 2011.

**ADDRESSES:** Send comments, within 30 days, to the Office of Information and

Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

**FOR FURTHER INFORMATION CONTACT:**

Jessica Cicchino, PhD, Contracting Officer's Technical Representative, Office of Behavioral Safety Research (NTI–131), National Highway Traffic Safety Administration, 1200 New Jersey Ave., SE., W46–491, Washington, DC 20590. Dr. Cicchino's phone number is 202–366–2752 and her e-mail address is [jessica.cicchino@dot.gov](mailto:jessica.cicchino@dot.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* Evaluation of Impaired Riding Interventions.

*Type of Request:* New information collection request.

*Abstract:* 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 locations 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.

In-person interviews will be conducted with motorcycle riders in up to 4 program locations, and in up to 3 comparison locations not carrying out an intervention. Motorcycle riders will be interviewed at sites within the program and comparison locations where riders congregate. Interview

length will average 5 minutes and will collect information on attitudes, awareness, knowledge, and behavior related to the intervention.

The interviews will follow a pre-post design where they are administered prior to the implementation of the intervention and after its conclusion. 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-comparison design where they are administered during the intervention in the program location, and in a comparison location that did not experience an intervention. The proposed interviews will be anonymous. Participation by respondents will be voluntary.

*Affected Public:* NHTSA plans to recruit up to 500 riders per interview administration. Up to 2 waves of program activity are planned in each program location, and thus interviews will be administered a maximum of 4 times (before and after each wave of program activity) in each of the 7 study locations (4 program locations and 3 comparison locations). Thus, a total maximum of 14,000 motorcycle riders will be interviewed.

*Estimated Total Burden:* Estimated time for each interview is 5 minutes. Hence, the total estimated burden is 1,166.67 hours. Respondents would not incur any recordkeeping burden or recordkeeping cost from the information collection.

Comments are invited on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed information collection;

(iii) Ways to enhance the quality, utility, and clarity of the information to be collected; and

(iv) 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.

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

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

[FR Doc. 2011–23075 Filed 9–8–11; 8:45 am]

**BILLING CODE 4910–59–P**