

comment from all interested persons on the exemption petitions described in this notice. The Agency will consider all comments received before the close of business June 11, 2012. Comments will be available for examination in the docket at the location listed under the **ADDRESSES** section of this notice. The Agency will file comments received after the comment closing date in the public docket, and will consider them to the extent practicable.

In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should monitor the public docket for new material.

Issued on: May 3, 2012.

**Larry W. Minor,**

*Associate Administrator for Policy.*

[FR Doc. 2012-11439 Filed 5-10-12; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. FTA-2012-0025]

#### Agency Information Collection Activity Under OMB Review

**AGENCY:** Federal Transit Administration, DOT.

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

**SUMMARY:** The Federal Transit Administration invites public comment about our intention to request the Office of Management and Budget's (OMB) approval of the following new information collection:

Transit Safety Survey (*OMB Number: 2132-New*).

The **Federal Register** Notice with a 60-day comment period soliciting comments was published on February 27, 2012.

The information obtained from the survey will provide FTA with the opportunity to establish a proactive safety research agenda that will improve the safety of transit systems across the country.

**DATES:** Comments must be submitted before June 11, 2012. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** LaStar Matthews, Office of Administration, Office of Management Planning, (202) 366-2295.

**SUPPLEMENTARY INFORMATION:**

*Title:* Transit Safety Survey.

*Abstract:* The survey covered in this request will provide FTA with a means

to gather data directly from its stakeholders. The information obtained from the survey will be used to improve transit safety research with long-term goals of improving public transit safety and reducing risk for transit properties, transit passengers, and the public in general. The survey will be limited to data collections that solicit voluntary opinions to enable us to effectively address transit safety issue areas, identify safety trends, and structure a responsive and proactive research agenda for FTA.

*Estimated Total Annual Burden:* 266 hours.

**ADDRESSES:** All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street NW., Washington, DC 20503, Attention: FTA Desk Officer.

*Comments are Invited On:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, 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.

Issued: May 2, 2012.

**Ann M. Linnertz,**

*Associate Administrator for Administration.*

[FR Doc. 2012-10942 Filed 5-10-12; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Information Collection Activities: Submission for the Office of Management and Budget (OMB) Review; Request for Comment

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

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

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), 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. A **Federal Register** Notice with a 60-day comment period soliciting public comments on the following information collection was published on January 13, 2011 (Federal Register/Vol. 76, No. 9/pp. 2442-2444).

**DATES:** Submit comments to the Office of Management and Budget (OMB) on or before June 11, 2012.

**FOR FURTHER INFORMATION CONTACT:**

Alan Block at the National Highway Traffic Safety Administration, Office of Behavioral Safety Research (NTI-131), W46-499, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Mr. Block's phone number is 202-366-6401 and his email address is *alan.block@dot.gov*.

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2127-New.

*Title:* Demonstration Tests of Different High Visibility Enforcement Models.

*Form No.:* NHTSA Forms 1121 and 1122.

*Type of Review:* Regular.

*Respondents:* Telephone interviews will be administered to residents in each of five selected communities who are drivers, age 18 and older, have access to a residential landline and/or a personal cell phone, and have consumed alcohol in the past year. In-person interviews will be conducted in each of the five selected communities with bar patrons age 21 and older.

*Estimated Number of Respondents:* 18,000 telephone interviews and 6,000 bar patron interviews.

*Estimated Time per Response:* 10 minutes per interview.

*Total Estimated Annual Burden Hours:* 4,000 hours.

*Frequency of Collection:* There will be three survey waves at each of the five community sites. A telephone survey and bar survey will be conducted during each survey wave, with each respondent interviewed once. The bar interview will be split such that questions will be asked of each respondent both during entry and exit from the bar.

*Abstract:* Highly visible enforcement (HVE) has had the strongest support in the research literature for effectiveness in reducing alcohol-impaired driving. The unknown at this time is the relationship of the amount of HVE to perceived risk within a community of an alcohol-impaired driver being stopped by law enforcement. In particular, does the perceived risk increase as the amount of HVE increases? And is the optimum effect on awareness and perceived risk achieved through an integrated program where

HVE is integrated into regular law enforcement operations? NHTSA proposes to answer those questions by selecting community sites engaging in different levels of HVE activity during a one-year period, and monitoring community awareness of those enforcement programs and the perceived risk of an alcohol-impaired driver being stopped by law enforcement. Five sites will be selected encompassing integrated, intermediate, and more limited HVE programs.

Data collection to assess program awareness and perceived risk will be of two forms. Telephone surveys will be conducted in each community at three different points in time during the one-year program period. The telephone survey wave in each community will be composed of 1,200 completed interviews with drivers age 18 and older who have consumed alcohol in the past year.

The second form of data collection will be in-person interviews with bar patrons. The intent here is to collect information on program awareness and perceived risk from a population with a heavier concentration of individuals at-risk of driving at illegal blood alcohol concentrations (BACs) than one would find in a community-wide survey. The bar surveys will be conducted during the same times of the year as the telephone surveys. Four hundred bar patrons will be interviewed per community per survey wave. Respondents will be asked a few questions both upon entry and exit from the bar. Breath samples will also be taken in order to correlate BAC with awareness and perceived risk. The breath test results will not be available on-site but will be downloaded later.

In conducting the telephone interviews, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. No personal information will be collected that would allow any respondent to be identified. The data collection at bars would be anonymous; no personal information that would allow anyone to identify respondents will be collected.

**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. Section 3506(c)(2)(A)

Dated: Issued in Washington, DC, on May 8, 2012.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

[FR Doc. 2012-11392 Filed 5-10-12; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. MCF 21044]

**Celerity Partners IV, LLC, Celerity AHI Holdings SPV, LLC, and All Aboard America! Holdings, Inc.—Control—Calco Travel, Inc., Hotard Coaches, Inc., and Industrial Bus Lines, Inc., d/b/a All Aboard America**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice Tentatively Approving and Authorizing Transaction.

**SUMMARY:** All Aboard America! Holdings, Inc. (AHI), Celerity AHI Holdings SPV, LLC (Celerity Holdings), and Celerity Partners IV, LLC (Celerity Partners) (collectively, Applicants) have filed an application under 49 U.S.C. 14303 for their acquisition of control of Calco Travel, Inc. (Calco), Hotard Coaches, Inc. (Coaches), and Industrial Bus Lines, Inc., d/b/a All Aboard America! (Industrial) (collectively, the Three Carriers). The Board is tentatively approving and authorizing the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action. Persons wishing to oppose the application must follow the rules under 49 CFR 1182.5 and 1182.8.

**DATES:** Comments must be filed by June 25, 2012. Applicants may file a reply by July 10, 2012. If no comments are filed by June 25, 2012, this notice shall be effective on that date.

**ADDRESSES:** Send an original and 10 copies of any comments referring to Docket No. MCF 21044 to: Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, send one copy of comments to Applicants' representative: Mark J. Andrews, Strasburger & Price, LLP, Suite 640, 1700 K Street NW., Washington, DC 20006.

**FOR FURTHER INFORMATION CONTACT:** Amy C. Ziehm, (202) 245-0391. Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339.

**SUPPLEMENTARY INFORMATION:** AHI is a noncarrier corporation established under the laws of Delaware. The majority of AHI's stock is held by a group of investors participating in Celerity Holdings, a noncarrier limited liability company organized under the laws of Delaware. Celerity Partners, the managing member of Celerity Holdings, is also a noncarrier limited liability company organized under the laws of Delaware.

Calco and Coaches are corporations established under the laws of Louisiana, are headquartered in Geismar and New Orleans, La., respectively, and are commonly controlled by Callen Hotard, a noncarrier individual. Mr. Hotard is president of both Calco and Coaches and is the direct owner of 100 percent of the stock of Calco. He and Coleen Hotard are equal co-owners of Hotard Travel, an intermediate holding company and noncarrier, which owns 100 percent of the stock of Coaches. Calco and Coaches hold authority from the Federal Motor Carrier Safety Administration (FMCSA) as motor carriers of passengers (license nos. MC-161177 and MC-143881, respectively). Industrial is a corporation established under the laws of New Mexico, headquartered in Mesa, Ariz., and is controlled through stock ownership by Jack D. Wigley, a noncarrier individual, and by the Wigley family trusts (Wigley Trusts), which are also noncarriers. Industrial holds a FMCSA license (MC-133171) as a motor carrier of passengers.

Calco and Coaches currently operate a total of 89 vehicles in Louisiana and Mississippi. According to Applicants, Calco and Coaches have been operationally integrated to a significant degree since coming under common control of Mr. Hotard.<sup>1</sup> Applicants state that charter and sightseeing services account for approximately 67 percent of the combined Calco-Coaches revenues, with contracted transit and shuttle services accounting for the remaining 33 percent. Industrial operates 84 vehicles

<sup>1</sup> See *Callen Hotard—Acquis.—Hotard Coaches, Inc.*, MCF 21022 (STB served July 13, 2007).