

Clark Dobson

Mr. Dobson, 49, holds a driver's license in California.

Louis Dominik

Mr. Dominik, 53, holds a driver's license in Texas.

Kareem M. Douglas

Mr. Douglas, 38, holds a driver's license in Ohio.

Craig Eberhart

Mr. Eberhart, 42, holds a driver's license in Pennsylvania.

Anthony Farinacci

Mr. Farinacci, 49, holds a driver's license in Ohio.

Timothy D. Finley

Mr. Finley, 47, holds a driver's license in California.

Danny E. Fisk

Mr. Fisk, 56, holds a driver's license in Colorado.

Christopher Fitzwater

Mr. Fitzwater, 26, holds a driver's license in Virginia.

Kenneth Frilando

Mr. Frilando, 45, holds a driver's license in New York.

Timothy Gallagher

Mr. Gallagher, 50, holds a driver's license in Pennsylvania.

John R. Harper, Jr.

Mr. Harper, 32, holds a driver's license in Illinois.

Kenneth E. Harris

Mr. Harris, 38, holds a driver's license in Missouri.

Susan D. Helgersen

Ms. Helgersen, 48, holds a driver's license in Wisconsin.

Kimberly Hicks

Ms. Hicks, 46, holds a driver's license in Illinois.

Devon T. Hinds

Mr. Hinds, 55, holds a driver's license in Colorado.

Ryan S. Howard

Mr. Howard, 40, holds a driver's license in New York.

Gregory Ingram

Mr. Ingram, 27, holds a driver's license in North Carolina.

Bernard LaFayette

Mr. LaFayette, 58, holds a driver's license in California.

Christopher Lucki

Mr. Lucki, 31, holds a driver's license in Illinois.

Joshua Matlow

Mr. Matlow, 33, holds a driver's license in Texas.

Kathy Mazique

Ms. Mazique, 30, holds a driver's license in Illinois.

David W. McCoy

Mr. McCoy, 62, holds a driver's license in California.

Clair Mitcham

Ms. Mitcham, 55, holds a driver's license in Texas.

Jeffrey S. Moore

Mr. Moore, 34, holds a driver's license in Pennsylvania.

Christopher Morgan

Mr. Morgan, 24, holds a driver's license in Massachusetts.

Quinton Murphy

Mr. Murphy, 31, holds a driver's license in Wisconsin.

William Noble

Mr. Noble, 62, holds a driver's license in New York.

Veniamin Panteleimonov

Mr. Panteleimonov, 33, holds a driver's license in California.

Kelly Pulvermacher

Mr. Pulvermacher, 26, holds a driver's license in Wisconsin.

Jeremy Reams

Mr. Reams, 36, holds a driver's license in Kentucky.

Victor M. Robinson

Mr. Robinson, 30, holds a driver's license in Louisiana.

Darrin A. Rutley

Mr. Rutley, 31, holds a driver's license in New York.

Samuel Sherman

Mr. Sherman, 35, holds a driver's license in Minnesota.

Andrey Shevchenko

Mr. Shevchenko, 21, holds a driver's license in Minnesota.

Ronald K. Smith, Jr.

Mr. Smith, 32, holds a driver's license in Texas.

Willine D. Smith

Ms. Smith, 51, holds a Class B commercial driver's license (CDL) in Florida.

William Templeton

Mr. Templeton, 43, holds a driver's license in Georgia.

Timothy A. Terpak

Mr. Terpak, 27, holds a driver's license in Pennsylvania.

Jeremy L. Thrush

Mr. Thrush, 26, holds a driver's license in Pennsylvania.

Carlos A. Torres

Mr. Torres, 29, holds a driver's license in Florida.

John K. Turner, III

Mr. Turner, 48, holds a driver's license in Colorado.

Chad Weaver

Mr. Weaver, 31, holds a driver's license in Georgia.

Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315(b)(4), FMCSA requests public 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 March 17, 2014. 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: January 23, 2014.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2014-03339 Filed 2-13-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[U.S. DOT Docket No. NHTSA-2014-0013]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes the collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before April 15, 2014.

ADDRESSES: You may submit comments identified by DOT Docket ID Number NHTSA-2014-0013 using any of the following methods:

Electronic submissions: Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

Mail: Docket Management Facility, M-30, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

Hand Delivery: West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: 1-202-493-2251.

Instructions: Each submission must include the Agency name and the Docket number for this Notice. Note that all comments received will be posted without change to <http://www.regulations.gov> including any personal information provided. Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all 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 (65 FR 19477-78) or you may visit <http://DocketsInfo.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Mr. Alan Block, Contracting Officer's Technical Representative, Office of Behavioral Safety Research (NTI-131), National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., W46-499, Washington, DC 20590. Mr. Block's phone number is 202-366-6401 and his email address is alan.block@dot.gov.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment 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 collection of information, including the validity of the methodology and assumptions used;

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

(iv) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

Demonstration Tests of Different High Visibility Enforcement Models

Type of Request—New information collection requirement.

OMB Clearance Number—None.

Form Number—NHTSA Forms 1121, 1122, 1123.

Requested Expiration Date of Approval—3 years from date of approval.

Summary of the Collection of Information—NHTSA proposes to collect information in selected communities on public perceptions of enforcement of laws prohibiting alcohol-impaired driving. The communities will differ in their levels of highly visible enforcement. Telephone interviews will be administered to residents in each of five 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. This study will also conduct in-person interviews in each of the five communities with patrons at bars or other establishments serving alcohol.

The respondents will be age 21 and older.

Description of the Need for the Information and Proposed Use of the Information—NHTSA was established to reduce the 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.

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 address those questions by selecting community sites engaging in different levels of HVE activity over a one-year period, and collecting information on community awareness of those enforcement programs and the perceived risk of an alcohol-impaired driver being stopped by law enforcement officers. Five sites will be selected.

NHTSA will use the findings from this proposed collection of information to assist States, localities, and law enforcement agencies to design and implement sustained programs of highly visible enforcement of the laws pertaining to alcohol-impaired driving.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—This proposed effort would involve a maximum of three telephone survey waves in each of the five selected communities. The sample size per survey wave per community would be 1,200. The total number of telephone interviews within a community over the course of the one year field period would be a maximum of 3,600, with the grand total for the five communities combined being a maximum of 18,000 telephone interviews. Respondents would be drivers age 18 and older that had consumed alcohol in the past year. Businesses are ineligible for the sample and would not be interviewed. No more than one respondent would be selected per household. Each member of the sample would complete one interview,

and only participate in one survey wave.

This effort would also include a maximum of three waves of in-person interviews of patrons at bars or other establishments serving alcohol. The total number of in-person interviews within a community over the course of the one year field period would be a maximum of 1,200, with the grand total for the five communities combined being a maximum of 6,000 in-person interviews. Respondents would be patrons of alcohol-serving establishments age 21 and older. Each respondent would receive a small number of questions to answer both upon entry to the establishment and upon departure.

Estimate of the Total Annual Reporting and Record Keeping Burden Resulting From the Collection of Information—NHTSA estimates that respondents would require an average of 10 minutes to complete the telephone interviews. If the maximum number of 18,000 telephone interviews is conducted, this would compute to 3,000 interviewing hours. The interviews with establishment patrons would require an average of eight minutes for the entry and exit interview combined. With a maximum of 6,000 respondents, this would compute to 800 interviewing hours.

All interviewing would occur during a single year. Thus the annual reporting burden would be the entire 3,800 hours. The respondents would not incur any reporting cost from the information collection. The respondents also would not incur any record keeping burden or record keeping cost from the information collection.

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

Dated: February 5, 2014.

Jeff Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2014-02812 Filed 2-13-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2013-0083; Notice 2]

Spartan Motors, Inc. on Behalf of Spartan Motors Chassis, Inc., Grant of Petition for Decision of Inconsequential Noncompliance

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

ACTION: Grant of Petition.

SUMMARY: Spartan Motors, Inc. on behalf of Spartan Motors Chassis, Inc.

(Spartan) has determined that certain model year 2008 through 2013 Spartan Gladiator and MetroStar chassis cabs do not fully comply with paragraph S5.3.3.1(a) of Federal Motor Vehicle Safety Standard (FMVSS) No. 121, *Air Brake Systems*. Spartan has filed an appropriate report dated April 19, 2013, pursuant to 49 CFR Part 573, *Defect and Noncompliance Responsibility and Reports*.

ADDRESSES: For further information on this decision contact James Jones, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366-5294, facsimile (202) 366-3081.

SUPPLEMENTARY INFORMATION:

I. Spartan's Petition

Pursuant to 49 U.S.C. 30118(d) and 30120(h) and the rule implementing those provisions at 49 CFR Part 556, Spartan has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

Notice of receipt of the petition was published, with a 30-day public comment period, on September 25, 2013 in the **Federal Register** (78 FR 59089). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) Web site at: <http://www.regulations.gov/>. Then follow the online search instructions to locate docket number "NHTSA-2013-0083."

II. Chassis Cabs Involved

Affected are approximately 26 model year 2008 through 2013 Spartan Gladiator and MetroStar chassis cabs manufactured between April 9, 2008 and January 14, 2013.

III. Noncompliance

Spartan explains that it has determined that certain emergency rescue chassis cabs built between April 9, 2009 and January 14, 2013 may not meet the brake actuation time for trucks as identified in § 5.3.3 of FMVSS No. 121.

IV. Rule Text

Section S5.3.3 of FMVSS No. 121 specifically states:

S5.3.3 Brake actuation time. Each service brake system shall meet the requirements of S5.3.3.1 (a) and (b).

S5.3.3.1(a) With an initial service reservoir system air pressure of 100 psi, the air

pressure in each brake chamber shall, when measured from the first movement of the service brake control, reach 60 psi in not more than 0.45 second in the case of trucks and buses * * *

V. Summary of Spartan's Analyses

Spartan stated its belief that the subject noncompliance is inconsequential to motor vehicle safety for the following reasons:

Section 5.3.3.1 of FMVSS No. 121 defines the amount of pressure (60 psi) for, in this case, the front brake chambers. Further, it also defines a "not to exceed" time (0.45 seconds) in which that pressure at the brake chamber must be achieved. This is not interpreted to mean brakes are to be applied at 60 psi but rather a certain pressure at the brake chamber will be achieved. Brakes will be applied nearly instantaneously after actuation of the treadle valve.

Spartan conducted three tests on a sample of three chassis cabs of similar brake system configurations. Detailed results from the testing are shown in Spartan's petition. The reported average was used to determine the actual results in comparison to the requirements. By rounding the average of the three tests for each sample, Spartan Chassis identified it exceeds the requirements by 0.01 second.

The measurement of time, in this case, is for when air pressure at the chamber reaches 60 psi. As stated, the brakes are still being applied irrespective of achieving the 60 psi pressure at the front brake chambers. The impact of being 0.006 to 0.01 seconds above the requirement of 0.45 seconds would have very little impact (approximately 1 ft @ 60 mph) to stopping distance of the vehicle and would not impede the capability of the vehicle being able to stop.

According to Driver's License Manual, stopping distance is impacted by driver perception distance and reaction distance. Other factors include speed and gross weight of the vehicle. These attributes would appear to have a more significant impact to overall stopping distance than 0.01 second timing for air pressure to reach 60 psi at the front brake chambers.

From a speed of 60 mph, vehicles affected by this condition are required to achieve a complete stop in 310 ft. At this speed, it would take approximately 3.52 seconds for vehicles to stop at this rate of speed. Vehicles affected by the condition that has resulted in the identified non-compliance are capable of stopping within the distance of 310 ft as prescribed by FMVSS No. 121 and would still be able to stop within the required stopping distance.

Spartan has additionally informed NHTSA that it has corrected the