

Opportunities (Announcement) to promote mobility management—a customer-focused approach to transportation service delivery. FTA, under its National Research Program, plans to fund a National Center for Mobility Management (NCMM) which will carry-out activities to further mobility management and to improve and enhance the coordination of Federal resources for human service transportation.

FOR FURTHER INFORMATION CONTACT: For general program information, as well as proposal-specific questions, please send an email to FTA.UWR@dot.gov or contact Pamela Brown at (202) 493–2503. A TDD is available at 1–800–877–8339 (TDD/FIRS).

I. Overview

In recognition of the fundamental importance of human service transportation and the continuing need to enhance coordination, Executive Order 13330 (February 24, 2004) was issued on Human Service Transportation Coordination, establishing the Federal Interagency Coordinating Council on Access and Mobility (CCAM). The Executive Order directed multiple Federal departments and agencies to work together to ensure that transportation services are seamless, comprehensive and accessible.

The Secretaries from the Departments of Transportation (DOT), Health and Human Services, Labor, Education, Interior, Housing and Urban Development, Agriculture, and Veterans Affairs; the Commissioner of the Social Security Administration; the Attorney General; and the Chairperson of the National Council on Disability are members of the CCAM.

Specifically, the CCAM is tasked with seeking ways to simplify access to transportation services for persons with disabilities, persons with lower incomes, older adults, and other transportation disadvantaged populations. The CCAM launched United We Ride (UWR), a national initiative on human service transportation coordination, staffed by FTA and other CCAM partner agencies.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) authorized funding for the management of a program to improve and enhance the coordination of Federal resources for human services transportation with those of the Department of Transportation. The major goal of the program was to assist states and local communities in the provision and

expansion of coordinated human service transportation for older adults, people with disabilities, and individuals with lower incomes.

Building upon past efforts, FTA seeks to expand the use of mobility management strategies and to improve human service transportation coordination through a new National Center for Mobility Management by implementing the primary goal and the following objectives:

Goal: Enhance Transportation Coordination and Mobility Management in Federal, State, and Local Transportation Programs:

Objective 1: Supporting and improving local- and state-coordinated transportation planning processes to improve coordination of Federally-funded human service transportation.

Objective 2: Encouraging the implementation of mobility management infrastructure and strategies in relevant industries, including but not limited to the transit, workforce, medical, veteran, and human service industries.

Objective 3: Promoting and assisting in the development of One Call/One Click strategies that conveniently connect customers to transportation services and funding options.

Objective 4: Supporting the activities and initiatives of the CCAM, its workgroups, and member agencies that improve Federal coordination.

Objective 5: Carrying out targeted technical assistance, research or demonstration, including demonstration grant programs, as requested by CCAM and its members and supported by requisite funding availability.

FTA intends to fund the NCMM at \$1,800,000 for the first year. FTA may extend funding for this Center for up to five (5) years; however, subsequent funding will depend upon: (1) Decisions and program priorities established by the Secretary of Transportation related to the implementation of provisions set forth in Section 20012, Technical Assistance and Standards, of the Moving Ahead for Progress in the 21st Century Act (MAP–21); (2) future appropriations; and (3) annual performance reviews. Furthermore, additional funding may be provided to the NCMM by other CCAM members to support mobility management and coordinated transportation priorities.

The Announcement includes the Request for Proposals (RFP) which describes the priorities established for the NCMM, as well as the application process and criteria upon which proposals will be evaluated. The full Announcement is available on the FTA's Web site at: <http://www.fta.dot.gov/grants/13077.html> and on the United We Ride Web site at: <http://www.unitedweride.gov>. The funding opportunity RFP is posted in the FIND module of the government-wide

electronic grants Web site at <http://www.grants.gov>.

Issued in Washington, DC, this 6th day of August, 2012.

Peter Rogoff,
Administrator.

[FR Doc. 2012–19573 Filed 8–9–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[US DOT [Docket No. NHTSA–2012–0022]

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, U.S. Department of Transportation.

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 its expected burden. The **Federal Register** Notice with a 60-day comment period was published on May 30, 2012 [77 FR 31910]. No comments were received.

This document describes the collection of information for which NHTSA intends to seek OMB approval. The collection of information described is the “Roof Crush Resistance Phase in Reporting Requirements—Part 585.” (OMB Control Number: 2127–XXXX)

DATES: Comments must be submitted on or before September 10, 2012.

FOR FURTHER INFORMATION CONTACT: Mr. Louis N. Molino at U.S. Department of Transportation, NHTSA, 1200 New Jersey Avenue SE., West Building Room W43–419, NVS–112, Washington, DC 20590. Mr. Molino's telephone number is (202) 366–1740 and fax number is (202) 493–2990.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: Roof Crush Resistance Phase in Reporting Requirements—Part 585.

OMB Control Number: 2127–XXXX.

Type of Request: New collection.

Abstract: 49 U.S.C. 30111 authorizes the issuance of Federal motor vehicle safety standards (FMVSSs) and regulations. The agency, in prescribing

a FMVSS or regulations, considers available relevant motor vehicle safety data, and consults with other agencies, as it deems appropriate. Further, the statute mandates that in issuing any FMVSS or regulation, the agency considers whether the standard or regulation is “reasonable, practicable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed,” and whether such a standard will contribute to carrying out the purpose of the Act.

The Secretary is authorized to invoke such rules and regulations, as deemed necessary to carry out these requirements. Using this authority, on May 12, 2009, the agency published a final rule (74 FR 22348) upgrading the requirements of FMVSS No. 216, “Roof crush resistance.” The final rule contained a collection of information because of the proposed phase-in reporting requirements. The collection of information requires manufacturers of passenger cars and of trucks, buses and multipurpose passenger vehicles with a gross vehicle weight rating (GVWR) 2,722 kilograms (6,000 pounds) or less, to annually submit a report, and maintain records related to the report, concerning the number of such vehicles that meet two-sided quasi-static test requirements of FMVSS No. 216 during the three year phase-in of those requirements. The purpose of the reporting and recordkeeping requirements is to assist the agency in determining whether a manufacturer of vehicles has complied with the requirements during the phase-in period.

Affected Public: Businesses.

Estimated Total Annual Burden: 1,260 hours.

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.

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 Departments 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.

Issued on: August 6, 2012.

Christopher J. Bonanti,

Associate Administrator for Rulemaking.

[FR Doc. 2012–19677 Filed 8–9–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2012–0013]

Wheego Electric Cars, Inc.; Grant of Petition for Temporary Exemption From the Electronic Stability Control Requirements of FMVSS No. 126

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

ACTION: Notice of grant of a petition for temporary exemption from Federal Motor Vehicle Safety Standard (FMVSS) No. 126, *Electronic Stability Control Systems*.

SUMMARY: This notice grants the petition of Wheego Electric Cars, Inc. (Wheego) for the temporary exemption of its LiFe model from the electronic stability control requirements of FMVSS No. 126. The agency has considered Wheego’s petition for exemption and has determined that the exemption would facilitate the development or field evaluation of a low-emission motor vehicle and would not unreasonably reduce the safety level of that vehicle.

DATES: This exemption is effective immediately and remains in effect until December 31, 2012.

FOR FURTHER INFORMATION CONTACT:

David Jasinski, Office of the Chief Counsel, NCC–112, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., West Building 4th Floor, Room W41–326, Washington, DC 20590. Telephone: (202) 366–2992; Fax: (202) 366–3820.

SUPPLEMENTARY INFORMATION:

I. Statutory Basis for Temporary Exemptions

The National Traffic and Motor Vehicle Safety Act (Safety Act), codified as 49 U.S.C. Chapter 301, authorizes the Secretary of Transportation to exempt, on a temporary basis and under specified circumstances, motor vehicles from a motor vehicle safety standard or bumper standard. This authority is set forth at 49 U.S.C. 30113. The Secretary has delegated the authority in this section to NHTSA.

NHTSA established 49 CFR Part 555, *Temporary Exemption From Motor Vehicle Safety and Bumper Standards*, to implement the statutory provisions concerning temporary exemptions. A vehicle manufacturer wishing to obtain an exemption from a standard must demonstrate in its application (A) that an exemption would be in the public interest and consistent with the Safety Act and (B) that the manufacturer satisfies one of the following four bases for an exemption: (i) Compliance with the standard would cause substantial economic hardship to a manufacturer that has tried to comply with the standard in good faith; (ii) the exemption would make easier the development or field evaluation of a new motor vehicle safety feature providing a safety level at least equal to the safety level of the standard; (iii) the exemption would make the development or field evaluation of a low-emission motor vehicle easier and would not unreasonably lower the safety level of that vehicle; or (iv) compliance with the standard would prevent the manufacturer from selling a motor vehicle with an overall safety level at least equal to the overall safety level of nonexempt vehicles.

For an exemption petition to be granted on the basis that the exemption would make the development or field evaluation of a low-emission motor vehicle easier and would not unreasonably lower the safety level of the vehicle, the petition must include specified information set forth at 49 CFR 555.6(c). The main requirements of that section include: (1) Substantiation that the vehicle is a low-emission vehicle; (2) documentation establishing that a temporary exemption would not unreasonably degrade the safety of a vehicle; (3) substantiation that a temporary exemption would facilitate the development or field evaluation of the vehicle; (4) a statement of whether the petitioner intends to conform to the standard at the end of the exemption period; and (5) a statement that not more than 2,500 exempted vehicles will be sold in the United States in any 12-month period for which an exemption may be granted.

II. Electronic Stability Control Systems Requirement

In April 2007, NHTSA published a final rule requiring that vehicles with a gross vehicle weight rating of 4,536 kilograms (kg) (10,000 pounds) or less be equipped with electronic stability control (ESC) systems. ESC systems use automatic computer-controlled braking of individual wheels to assist the driver in maintaining control in critical driving