

know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period and will address them accordingly.

Viewing Comments and Documents

To view comments, as well as documents mentioned in this Notice as being available in the docket, go to <http://www.regulations.gov>, click on the "read comments" box, which will then become highlighted in blue. In the "Keyword" box insert "USCG-2011-0914" and click "Search." Click the "Open Docket Folder" in the "Actions" column. You may also visit the DMF in room W12-140 on the West Building Ground Floor, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

OIRA posts its decisions on ICRs online at <http://www.reginfo.gov/public/do/PRAMain> after the comment period for each ICR. An OMB Notice of Action on each ICR will become available via a hyperlink in the OMB Control Number: [1625-0015].

Privacy Act

Anyone can search the electronic form of all comments received in 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 the Privacy Act statement regarding our public dockets in the January 17, 2008 issue of the *Federal Register* (73 FR 3316).

Previous Request for Comments

This request provides a 30-day comment period required by OIRA. The Coast Guard published the 60-day notice (76 FR 61369, October 4, 2011) required by 44 U.S.C. 3506(c)(2). That Notice elicited no comments.

Information Collection Request

Title: Bridge Permit Application Guide.

OMB Control Number: 1625-0015.

Type of Request: Revision of a currently approved collection.

Respondents: Public and private owners of bridges over navigable waters of the United States.

Abstract: The collection of information is a request for a bridge permit submitted as an application for approval by the Coast Guard of any proposed bridge project. An applicant must submit to the Coast Guard a letter of application along with letter-size drawings (plans) and maps showing the proposed project and its location.

Forms: None.

Burden Estimate: The estimated burden is 10,760 hours a year.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended.

Dated: December 12, 2011.

C.A. Mathieu,

Captain, U.S. Coast Guard, Acting Assistant Commandant for Command, Control, Communications, Computers and Information Technology.

[FR Doc. 2011-32232 Filed 12-15-11; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2011-1089]

Cooperative Research and Development Agreement: Usage of Biodiesel Fuel Blends Within Marine Inboard Engines

AGENCY: Coast Guard, DHS.

ACTION: Notice of intent; request for public comments.

SUMMARY: The Coast Guard announces its intent to enter into a Cooperative Research and Development Agreement (CRADA) with Cummins, Inc., to identify and investigate the advantages, disadvantages, required technology enhancements, performance, costs, and other issues associated with using biodiesel fuel blends in marine inboard engines, with the overarching goal of reducing their Greenhouse Gas (GHG) emissions (i.e., lower carbon footprints). The Coast Guard invites public comment on the proposed CRADA and also invites other non-Federal participants, who have the interest and capability to bring similar contributions to this type of research, to consider entry into similar CRADAs.

DATES: Comments and related material on the proposed CRADA must either be submitted to our online docket via <http://www.regulations.gov> on or before January 17, 2012, or reach the Docket Management Facility by that date. Proposals from parties interested in participating as a non-Federal participant in a CRADA similar to the one described in this notice (investigating the use of biodiesel fuel blends in marine inboard engines) must reach the Docket Management Facility on or before January 17, 2012.

ADDRESSES: You may submit written comments identified by docket number USCG-2011-1089 using any one of the following methods:

(1) *Federal eRulemaking Portal:* <http://www.regulations.gov>.

(2) *Fax:* (202) 493-2251.

(3) *Mail:* Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

(4) *Hand delivery:* Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 366-9329.

To avoid duplication, please use only one of these four methods. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

Do not submit detailed proposals for future CRADAs to the Docket Management Facility. Potential, non-Federal CRADA participants should submit these documents to Mr. Richard Hansen, United States Coast Guard Research and Development Center; 1 Chelsea Street, New London, CT 06320, telephone: (860) 271-2866; email: Rich.L.Hansen@uscg.mil.

FOR FURTHER INFORMATION CONTACT: If you have questions concerning this notice or desire to submit a CRADA proposal, please contact Mr. Richard Hansen, United States Coast Guard Research and Development Center; 1 Chelsea Street, New London, CT 06320, telephone: (860) 271-2866; email: Rich.L.Hansen@uscg.mil.

If you have questions on viewing or submitting material to the docket, call Ms. Renee V. Wright, Program Manager, Docket Operations, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

We encourage you to submit comments and related material on this notice. All comments received will be posted, without change, to <http://www.regulations.gov> and will include any personal information you have provided.

Submitting comments

If you submit a comment, please include the docket number for this notice (USCG-2011-1089) and provide a reason for each suggestion or recommendation. You may submit your comments and material online (via <http://www.regulations.gov>), or by fax, mail or hand delivery, but please use only one of these means. If you submit a comment online via <http://www.regulations.gov>, it will be considered received by the Coast Guard

when you successfully transmit the comment. If you fax, hand deliver, or mail your comment, it will be considered as having been received by the Coast Guard when it is received at the Docket Management Facility. We recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and type "USCG-2011-1089" in the "Keyword" box. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period.

Viewing Comments and Related Material

To view the comments and related material, go to <http://www.regulations.gov>, click on the "read comments" box, which will then become highlighted in blue. In the "Keyword" box insert "USCG-2011-1089" and click "Search." Click the "Open Docket Folder" in the "Actions" column. If you do not have access to the internet, you may view the docket online by visiting the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. We have an agreement with the Department of Transportation to use the Docket Management Facility.

Privacy Act

Anyone can search the electronic form of 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 a Privacy Act, system of records notice regarding our public dockets in the January 17, 2008, issue of the **Federal Register** (73 FR 3316).

Cooperative Research and Development Agreements

Cooperative Research and Development Agreements are authorized by the Federal Technology Transfer Act of 1986 (Pub. L. 99-502,

codified at 15 U.S.C. 3710(a)). A CRADA promotes the transfer of technology to the private sector for commercial use as well as specified research or development efforts that are consistent with the mission of the Federal parties to the CRADA. The Federal party or parties agree with one or more non-Federal parties to share research resources, but the Federal party does not contribute funding. The Department of Homeland Security (DHS), as an executive agency under 5 U.S.C. 105, is a Federal agency for purposes of 15 U.S.C. 3710(a) and may enter into a CRADA. DHS delegated its authority to the Commandant of the Coast Guard (see DHS Delegation No. 0160.1, para. 2.B(34)), and the Commandant has delegated his authority to the Coast Guard's Research and Development Center (R&DC).

CRADAs are not procurement contracts. Care is taken to ensure that CRADAs are not used to circumvent the contracting process. CRADAs have a specific purpose and should not be confused with other types of agreements such as procurement contracts, grants, and cooperative agreements.

Goal of Proposed CRADA

Under the proposed CRADA, the Coast Guard's R&DC would collaborate with non-Federal participants. Together, the R&DC and the non-Federal participants would identify and investigate the advantages, disadvantages, required technology enhancements, performance, costs, and other issues associated with using biodiesel fuel blends within marine inboard engines. Presently available information suggests that biodiesel (Fatty Acid Methyl Ester (FAME)) fuel produced from renewable sources has the potential to reduce the Coast Guard's boat forces carbon footprint while also reducing risks to their operational readiness. Biodiesel is widely available around the country. Several States are phasing in requirements or incentives to provide a biodiesel blend containing conventional diesel for retail sale. As a result, the R&DC has concluded that biodiesel warrants further investigation as an alternative fuel.

The R&DC, with the non-Federal participants, will create and employ a structured and collaborative test protocol to better understand the potential of biodiesel fuel blends within marine inboard engines. The non-Federal participants will investigate the use of at least one mutually agreed upon biodiesel fuel blend in representative inboard engines, via a sequential process that includes modifications to

engine and fuel systems components to ensure compatibility with the biodiesel fuel, followed by controlled field tests, and finally longer-duration operational testing on actual Coast Guard boats.

Party Contributions

We anticipate that the Coast Guard's contributions under the proposed CRADA will include the following:

- (1) Obtain, transport, and provide temporary storage for the selected biodiesel fuel blend required for the work to be accomplished under the CRADA;
- (2) Lead the development of the test objectives and test plan for the specific work to be accomplished under the CRADA;
- (3) Provide all required resources, and conduct the "field testing" analysis of the representative inboard engines using the selected biodiesel fuel blend, in accordance with the CRADA test plan;
- (4) Provide all required resources, and conduct the "operational testing" analysis of representative inboard engines using the selected biodiesel fuel blend, in accordance with the CRADA test plan; and
- (5) Develop the CRADA Final Report, which documents the methodologies, findings, conclusions, and recommendations of this CRADA work.

We anticipate that the non-Federal participants' contributions under the proposed CRADA will include the following:

- (1) Provide input into the Coast Guard selection of the biodiesel fuel blend to be used during this CRADA investigation;
- (2) Provide input into the Coast Guard-developed, CRADA test objectives and CRADA test plan;
- (3) Provide replacement components for the field and operational testing;
- (4) Provide recommendations to the R&DC for engine and fuel system modifications, such as fuel oil heaters and filters;
- (5) Document the modifications and recommendations in an interim CRADA report;
- (6) Provide inboard engine operation and performance monitoring support to the Coast Guard during the "field testing" analysis; and
- (7) Provide input into the Coast Guard-developed CRADA Final Report.

Selection Criteria

The Coast Guard reserves the right to select for CRADA participants all, some, or none of the proposals in response to this notice. The Coast Guard will provide no funding for reimbursement of proposal development costs. Proposals (or any other material)

submitted in response to this notice will not be returned. Proposals submitted are expected to be unclassified and have no more than four single-sided pages (excluding cover page and resumes). The Coast Guard will select proposals at its sole discretion on the basis of:

(1) How well they communicate an understanding of, and ability to meet, the proposed CRADA's goal; and

(2) How well they address the following criteria:

(a) Technical capability to support the non-Federal party contributions described; and

(b) Resources available for supporting the non-Federal party contributions described.

Currently, the Coast Guard is considering Cummins, Inc., for participation in this CRADA. This consideration is based on the fact that Cummins, Inc.'s engines power Coast Guard boats in the 49-foot Buoy Utility Stern Loading (BUSL) class, which support the Short Range Aids to Navigation Mission. By virtue of the type of mission and number of boats in the class, the BUSL is considered the best candidate test platform; however, the Coast Guard does not wish to exclude other viable participants from similar CRADAs.

This is a technology transfer/development effort. Presently, the Coast Guard has no plan to procure inboard engines that operate on biodiesel fuel blends. Since the goal of this CRADA is "to identify and investigate the advantages, disadvantages, required technology enhancements, performance, costs, and other issues associated with using biodiesel fuel blends in marine inboard engines, with the overarching goal of reducing their Greenhouse Gas (GHG) emissions (i.e. lower carbon footprints)," and not to set future Coast Guard acquisition requirements for same, non-Federal CRADA partners will not be excluded from any future Coast Guard procurements based solely on their participation within this CRADA.

Special consideration will be given to small business firms/consortia, and preference will be given to business units located in the U.S.

Authority: This notice is issued under the authority of 15 U.S.C. 3710(a), 5 U.S.C. 552(a), and 33 CFR 1.05-1.

Dated: December 6, 2011.

Alan N. Arsenault,

CAPT, USCG, Commanding Officer, U.S. Coast Guard Research and Development Center.

[FR Doc. 2011-32230 Filed 12-15-11; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. FR-5487-N-19]

Notice of Proposed Information Collection for Public Comment for the Housing Choice Voucher Program

AGENCY: Office of the Assistant Secretary for Public and Indian Housing, HUD.

ACTION: Notice.

SUMMARY: The proposed information collection requirement described below will be submitted to the Office of Management and Budget (OMB) for review, as required by the Paperwork Reduction Act. The Department is soliciting public comments on the subject proposal. New documents included in this submission are for the project-based voucher (PBV) program and include: (1) A notice from a public housing agency (PHA) to the field office of its intent to project-base any of its tenant-based vouchers; (2) a request from the owner of a PBV project to the field office for approval to terminate a PBV HAP contract if the owner's rent is adjusted below the initial rent; and (3) the owner's 12-month notice to the tenants of his/her intent to terminate a PBV housing assistance payments contract. In addition, financial form HUD-52663 has been re-instated.

DATES: *Comments Due Date:* February 14, 2012.

ADDRESSES: Interested persons are invited to submit comments regarding this proposal. Comments should refer to the proposal by name or OMB Control Number and should be sent to: Colette Pollard, Reports Management Officer, ODAM, Department of Housing and Urban Development, 451 7th Street SW., Room 4160, Washington, DC 20410-5000; telephone: (202) 402-0306 (this is not a toll-free number) or email her at Colette.Pollard@hud.gov for a copy of the proposed form and other available information.

FOR FURTHER INFORMATION CONTACT: Arlette Mussington, Office of Policy, Programs and Legislative Initiatives, PIH, Department of Housing and Urban Development, 451 Seventh Street SW., Washington, DC 20410; telephone: (202) 402-4109 (this is not a toll-free number).

SUPPLEMENTARY INFORMATION: The Department will submit the proposed information collection to OMB for review, as required by the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35, as amended). This notice is soliciting comments from members of

the public and affected agencies concerning the proposed collection of information to: (1) Evaluate 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; (2) evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information; (3) enhance the quality, utility, and clarity of the information to be collected; and (4) minimize the burden of the collection of information on those who are to respond; including collection through the use of appropriate automated collection techniques or other forms of information technology, e.g., permitting electronic submissions of responses.

This Notice also lists the Following Information

Title of Proposal: Housing Choice Voucher (HCV) Program: Application, Allowances for Tenant-Furnished Utilities, Inspections, Financial Reports, Request for Tenancy Approval, Housing Voucher, Portability Information, Housing Assistance Payments (HAP) Contracts, Tenancy Addendum, Homeownership Obligations, Tenant Information for Owner, Voucher Transfers, Homeownership Contracts of Sale, Information Requirements for Additional Renewal Funding and the Project-Based Voucher program.

OMB Control Number: 2577-0169.

Description of the Need for the Information and Proposed Use: Public Housing Agencies (PHA) will prepare an application for funding which specifies the number of units requested, as well as the PHA's objectives and plans for administering the HCV program. The application is reviewed by HUD Headquarters and HUD Field Offices and ranked according to the PHA's administrative capability, the need for housing assistance, and other factors specified in the Notice of Funding Availability (NOFA). The PHAs must establish a utility allowance schedule for all utilities and other services. Units must be inspected using HUD-prescribed forms to determine if the units meet the housing quality standards (HQS) of the HCV program. PHAs are also required to maintain financial reports in accordance with accepted accounting standards. The PHA is required to submit one financial document into an Internet-based Voucher Management System twelve times a year. After the family is issued a HCV to search for a unit, the family must complete and submit to the PHA a Request for Tenancy Approval when it finds a unit which is suitable for its