Boulevard, U.S. 41/STH 341 (Stadium Interchange), 35th Street and 26th Street/Saint Paul Avenue as well as U.S. 41 at Wisconsin Avenue/Wells Street. The EIS will be developed in accordance with 23 U.S.C. 139, 23 CFR 771, and 40 CFR 1500–1508.

Public involvement is a critical component of the National Environmental Policy Act (NEPA) project development process and will occur throughout the development of the EIS. The EIS will be made available for review by federal and state resource agencies and the public. Specific efforts to encourage involvement by, and solicit comments from, minority and low-income populations in the project study area will be made. A series of public information meetings will be held during the project study. Public notice will be given as to the time and place of all workshops and public information meetings. In addition, a public hearing will be held after the completion of the Draft EIS. Inquiries related to the I–94 East-West Corridor Study can be sent to *DOTI94EastWest@dot.wi.gov,* and a public Web site will be maintained throughout the study for public comment and information at *http://www.sefreeways.org.* To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action and the EIS should be directed to the FHWA address provided above.

Projects receiving Federal funds must comply with Title VI of the Civil Rights Act and Executive Order 12898 Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. Federal law prohibits discrimination on the basis of race, color, age, sex, or country of national origin in the implementation of this project. It is also Federal policy to identify and address any disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program).

Issued on: May 10, 2012.

Bethaney Bacher-Gresock,

Environmental Major Projects Manager, Federal Highway Administration, Madison Wisconsin.

[FR Doc. 2012–12086 Filed 5–17–12; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2012–0059]

Agency Information Collection Activity Under OMB Review: Automotive Fuel Economy Reports

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

ACTION: Notice and request for comments.

SUMMARY: The Department of Transportation (DOT) invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a renewal of an information collection. The collection involves vehicle manufacturers submitting reports to the Secretary of Transportation on whether a manufacturer will comply with an applicable average fuel economy standard for the model year for which the report is made, the actions a manufacturer has taken or intends to take to comply with the standard and other information the Secretary requires by regulation. The information to be collected will be used to and/or is necessary because of the requirements of 49 U.S.C. 32902. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995, Public Law 104–13.

DATES: Written comments should be submitted by July 17, 2012.

ADDRESSES: You may submit comments [identified by Docket No. NHTSA–2012–0059] through one of the following methods:

- *Federal eRulemaking Portal: http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* 1 (202) 493–2251.
- *Mail or Hand Delivery:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Kenneth R. Katz, Fuel Economy Division, Office of International Policy, Fuel Economy and Consumer Programs, NVS–132, National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Phone: (202) 366–4936.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2127–0019.

Title: 49 CFR part 537, Automotive Fuel Economy Reports.

Type of Review: Renewal of a previously approved information collection .

Background: 49 United States Code (U.S.C.) 32907(a) requires a manufacturer to submit reports to the Secretary of Transportation on whether a manufacturer will comply with an applicable average fuel economy standard under 49 U.S.C. 32902 of this title for the model year for which the report is made, the actions a manufacturer has taken or intends to take to comply with the standard and other information the Secretary requires by regulation. Under 49 CFR part 537, NHTSA also requires manufacturers to provide data on vehicle footprint so that the agency can determine a manufacturer's required fuel economy level and its compliance with that level.

The information collected provides NHTSA with advance indication whether automotive manufacturers are complying with the applicable average fuel economy standards, furnishes NHTSA with the necessary information to prepare its annual update on the Automotive Fuel Economy Program, aids NHTSA in responding to general requests concerning automotive fuel economy and supplies NHTSA with detailed and current technical and economic information that will be used to evaluate possible future average fuel economy standards.

Respondents: Automobile manufacturers.

Estimated Number of Respondents: 30.

Estimated Number of Responses: 54; some manufacturers have multiple fleets and 49 CFR part 537 requires a separate report for each fleet.

Estimated Total Annual Burden: Thirty automotive manufacturers must comply with 49 CFR 537. For each current model year, each manufacturer is required to submit semi-annual reports: A pre-model year report and a mid-model year report. The pre-model year report must be submitted during the month of December, and the mid-model year report must be submitted during the month of July. The total number of responses submitted by automotive manufacturers is 54. We currently have a clearance based on

reports being received from 22 manufacturers with an estimated total annual burden of 2,339 hours. Including 8 additional manufacturers, results in an additional reporting burden of 850 hours. Adding that burden to the existing burden of 2,339 hours, results in a total of 3,189 hours.

Estimated Frequency: A pre-model report and a mid-model report are required to be submitted by manufacturers once per model year for each applicable fleet (domestic passenger car, imported passenger car and light trucks).

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) whether the proposed collection of information is necessary for the Department's performance, (b) the accuracy of the estimated burden, (c) ways for the Department to enhance the quality, utility and clarity of the information collection and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1:48.

Dated: Issued on: May 11, 2012.

Christopher J. Bonanti,

Associate Administrator for Rulemaking.

[FR Doc. 2012–12049 Filed 5–17–12; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Federal Motor Vehicle Motor Theft Prevention Standard; Jaguar Land Rover

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the petition of Jaguar Land Rover North America LLC's, (Land Rover) for an exemption of the Land Rover LR2 vehicle line in accordance with 49 CFR part 543, *Exemption from the Theft Prevention Standard.* This petition is granted, because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Federal Motor Vehicle Theft Prevention Standard, 49 CFR part 541.

DATES: The exemption granted by this notice is effective beginning with the 2013 model year.

FOR FURTHER INFORMATION CONTACT: Ms. Deborah Mazyck, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, W43–443, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Mazyck's phone number is (202) 366–4139. Her fax number is (202) 493–2990.

SUPPLEMENTARY INFORMATION: In a petition dated April 13, 2012, Land Rover requested an exemption from the parts-marking requirements of the theft prevention standard (49 CFR part 541) for the Land Rover LR2 vehicle line, beginning with Model Year (MY) 2013. The petition requested an exemption from parts-marking pursuant to 49 CFR 543, *Exemption from Vehicle Theft Prevention Standard,* based on the installation of an antitheft device as standard equipment for the entire vehicle line.

Under § 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Land Rover provided a detailed description and diagram of the identity, design and location of the components of the antitheft device for the Land Rover LR2 vehicle line. Land Rover will install a passive, transponder-based, electronic engine immobilizer antitheft device as standard equipment on its LR2 vehicle line beginning with MY 2013. Key components of its antitheft device will include a power train control module (PCM), instrument cluster, body control module (BCM), remote frequency receiver, immobilizer antenna unit (IAU), smart key, door control units and a perimeter alarm system. The immobilizer device is automatically armed when the Smart Key is removed from the vehicle. Land Rover stated that the Smart Key is programmed and synchronized to the vehicle through the means of an identification key code and a randomly generated secret code that are unique to each vehicle. Additionally, Land Rover states that the audible and visual perimeter alarm system that will be installed as standard equipment can be armed manually or programmed to arm automatically with the Smart Key. If the hood, luggage compartment or doors are opened during an unauthorized entry attempt, the vehicle siren alarm will sound and the exterior lights will flash. Land Rover's submission is a complete petition as required by 49 CFR part 543.7, in that it meets the general requirements contained in 49 CFR part 543.5 and the specific content requirements of 49 CFR part 543.6.

Land Rover stated that there are two methods of vehicle operation and engine start: (1) Unlocking the vehicle with the Smart Key unlock button and pressing the Start button, and (2) using the emergency key blade. Land Rover further stated that, when the Start button is pressed, a search begins in order to find and authenticate the Smart Key within the vehicle interior. A coded exchange between the BCM and Smart Key is entered through the IAU. If the exchange is successful, the BCM will pass the valid key status to the Instrument Cluster. With the ignition on, the BCM is forced to communicate with the instrument Cluster. The BCM sends the ''key valid'' message to the PCM which initiates a coded data transfer. If successful, the engine is authorized to start. If the Smart Key has a discharged battery or is damaged, the emergency key blade can be used to unlock the door. Pressing the ignition start button initiates a search to find and authenticate the Smart Key within the vehicle interior. If authentication is unsuccessful, the Smart Key must be docked in the lower steering column cowl. Once the correct key is placed in the correct position, and the ignition start button is pressed again, a coded exchange is entered via the IAU. If the exchange is successful, the BCM will pass the valid key status to the instrument cluster. The BCM then sends a message to the PCM initiating a coded data transfer and successful engine start.

In addressing the specific content requirements of 543.6, Land Rover provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, Land Rover conducted tests based on its own specified standards. Land Rover provided a detailed list of the tests conducted (*i.e.,* temperature and humidity cycling, high and low temperature cycling, mechanical shock, random vibration, thermal stress/shock tests, material resistance tests, dry heat, dust and fluid ingress tests). Land Rover stated that it believes that its device is reliable and durable because it complied with specified requirements for each test. Additionally, Land Rover stated that the vehicle's key recognition sequence includes in excess of a billion code combinations with encrypted data that is secure against duplication. The coded data transfer between modules also uses a unique, secure identifier, random number and a secure public algorithm. Furthermore, Land Rover stated that there is no means to bypass