

D. You must show the relationship between line or subline item prices and the total contract price. You must attach cost-element breakdowns for each proposed line or subline item, using the appropriate format prescribed in the "Formats for Submission of Line Item Summaries" section of this table. You must furnish supporting breakdowns for each cost element, consistent with your cost accounting system.

\* \* \* \* \*

III. Formats for Submission of Line Item Summaries

\* \* \* \* \*

B. \* \* \*

\* \* \* \* \*

(3) \* \* \* Attach a detailed inventory of work, materials, parts, components, and hardware already purchased, manufactured, or performed and deleted by the change, indicating the cost and proposed disposition of each line or subline item.

\* \* \* \* \*

PART 16—TYPES OF CONTRACTS

■ 16. Amend section 16.505 by revising paragraph (a)(7)(iii) to read as follows:

16.505 Ordering.

(a) \* \* \*

(7) \* \* \*

(iii) For supplies and services, contract line item number unique identifier(s), subline item unique identifier, if applicable, and description, quantity, and unit price or estimated cost or fee. The corresponding line item unique identifier(s) and subline item unique identifier(s) from the base contract shall also be included.

\* \* \* \* \*

PART 52—SOLICITATION PROVISIONS AND CONTRACT CLAUSES.

■ 17. Add section 52.204–YY to read as follows:

52.204–YY Alternative Line Item Structure.

As prescribed in 4.1008, insert the following provision:

Alternative Line Item Structure (Date)

(a) Line items are the basic structural elements in a solicitation or contract that provide for the organization of contract requirements to facilitate pricing, delivery, inspection, acceptance and payment. Line items are organized into line and subline items. Separate line items should be established to account for separate pricing, identification, deliveries, or funding. The Government recognizes that the line item structure in this solicitation may not conform to the Offeror's practices. Failure to correct these issues can result in difficulties in accounting for deliveries and processing

payments. Therefore, the Offeror is invited to propose an alternative line item structure for items on which bids, proposals, or quotes are requested in this solicitation to ensure that the resulting contract line item structure is economically and administratively advantageous to the Government and the Offeror.

(b) The Offeror may propose one or more additional, alternative line item structures provided that each structure is consistent with subpart 4.10 of the Federal Acquisition Regulation. However, acceptance of the alternative structure is a unilateral decision made solely at the discretion of the Government. Offers that do not comply with the line item structure specified in this solicitation may be determined to be nonresponsive or unacceptable.

(End of provision)

■ 18. Amend section 52.212–1 by revising the date of the provision; and paragraph (e) to read as follows:

52.212–1 Instructions to Offerors—Commercial Items.

\* \* \* \* \*

Instructions to Offerors—Commercial Items (Date)

\* \* \* \* \*

(e) Multiple offers. Offerors are encouraged to submit multiple offers presenting alternative terms and conditions, including alternative line item structures (provided that each line item structure is consistent with subpart 4.10 of the Federal Acquisition Regulation), or alternative commercial items for satisfying the requirements of this solicitation. Each offer submitted will be evaluated separately.

\* \* \* \* \*

[FR Doc. 2014–18509 Filed 8–4–14; 8:45 am]

BILLING CODE 6820–EP–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 541

[Docket No. NHTSA–2014–0082]

Preliminary Theft Data; Motor Vehicle Theft Prevention Standard

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

ACTION: Publication of preliminary theft data; request for comments.

SUMMARY: This document requests comments on data about passenger motor vehicle thefts that occurred in calendar year (CY) 2012, including theft rates for existing passenger motor vehicle lines manufactured in model

year (MY) 2012. The preliminary theft data indicate that the vehicle theft rate for CY/MY 2012 vehicles (1.1294 thefts per thousand vehicles) increased by 14.21 percent from the theft rate for CY/MY 2011 vehicles (0.9889) thefts per thousand vehicles).

Publication of these data fulfills NHTSA's statutory obligation to periodically obtain accurate and timely theft data, and publish the information for review and comment.

DATES: Comments must be submitted on or before October 6, 2014.

ADDRESSES: You may submit comments identified by Docket No. NHTSA–2012–0082 by any of the following methods:

• Federal eRulemaking Portal: Go to http://www.regulations.gov. Follow the online instructions for submitting comments.

• Mail: Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

• Hand Delivery or Courier: West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

• Fax: 202–493–2251.

Instructions: For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. 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.

Docket: For access to the docket to read background documents or comments received, go to http://www.regulations.gov or the street address listed above. Follow the online instructions for accessing the dockets.

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

**SUPPLEMENTARY INFORMATION:** NHTSA administers a program for reducing motor vehicle theft. The central feature of this program is the Federal Motor Vehicle Theft Prevention Standard, 49 CFR part 541. The standard specifies performance requirements for inscribing or affixing vehicle identification numbers (VINs) onto certain major original equipment and replacement parts of high-theft lines of passenger motor vehicles.

The agency is required by 49 U.S.C. 33104(b)(4) to periodically obtain, from the most reliable source, accurate and timely theft data, and publish the data for review and comment. To fulfill the § 33104(b)(4) mandate, this document reports the preliminary theft data for CY 2012 the most recent calendar year for which data are available.

In calculating the 2012 theft rates, NHTSA followed the same procedures it has used since publication of the 1983/1984 theft rate data (50 FR 46669, November 12, 1985). The 2012 theft rate for each vehicle line was calculated by dividing the number of reported thefts

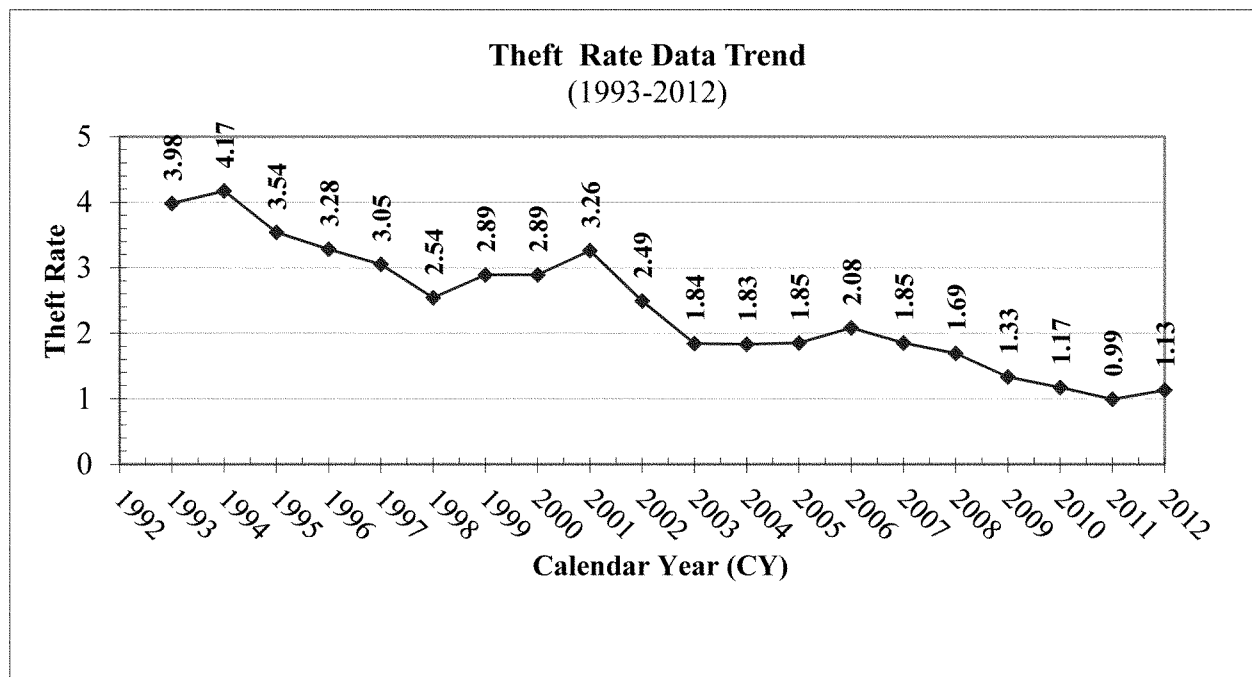
of MY 2012 vehicles of that line stolen during calendar year 2012 by the total number of vehicles in that line manufactured for MY 2012, as reported to the Environmental Protection Agency (EPA). As in all previous reports, NHTSA's data were based on information provided to NHTSA by the National Crime Information Center (NCIC) of the Federal Bureau of Investigation. The NCIC is a government system that receives vehicle theft information from approximately 23,000 criminal justice agencies and other law enforcement authorities throughout the United States. The NCIC data also include reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

The preliminary 2012 theft data show an increase in the vehicle theft rate when compared to the theft rate experienced in CY/MY 2011 (For 2011 theft data, see 79 FR 7090, February 6, 2014). The preliminary theft rate for MY 2012 passenger vehicles stolen in calendar year 2012 increased to 1.1294 thefts per thousand vehicles produced,

an increase of 14.21 percent from the rate of 0.9889 thefts per thousand vehicles experienced by MY 2011 vehicles in CY 2011. For MY 2012 vehicles, out of a total of 210 vehicle lines, nine lines had a theft rate higher than 3.5826 per thousand vehicles, the established median theft rate for MYs 1990/1991 (See 59 FR 12400, March 16, 1994). Of the nine vehicle lines with a theft rate higher than 3.5826, eight are passenger car lines, one is a multipurpose passenger vehicle line, and none are light-duty truck lines.

The data presented in this publication reflect an increase in the overall vehicle theft rate for CY/MY 2012, which is slightly inconsistent with the general theft rate trend over the past several years. Historically however, the data has shown an overall decreasing trend with periods of increase from one year to the next. While the theft rate data show only a slight increase in the overall theft rate for CY/MY 2012, the agency welcomes any comments on the increase in the overall theft rate for this period.

Figure 1: Theft Rate Data Trend (1993-2012)



Theft rate per thousand vehicles produced

In Table I, NHTSA has tentatively ranked each of the MY 2012 vehicle lines in descending order of theft rate. Public comment is sought on the accuracy of the data, including the data

for the production volumes of individual vehicle lines.

Comments must not exceed 15 pages in length (49 CFR 553.21). Attachments may be appended to these submissions without regard to the 15 page limit. This

limitation is intended to encourage commenters to detail their primary arguments in a concise fashion.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the

complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given in the **FOR FURTHER INFORMATION CONTACT** section, and two copies from which the purportedly confidential information has been deleted should be submitted to the docket. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation. 49 CFR Part 512.

All comments received before the close of business on the comment closing date indicated above for this document will be considered, and will

be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Comments on this document will be available for inspection in the docket. NHTSA will continue to file relevant information as it becomes available for inspection in the docket after the closing date, and it is recommended that interested persons continue to examine the docket for new material.

Those persons desiring to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon

receiving the comments, the docket supervisor will return the postcard by mail.

*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 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://DocketsInfo.dot.gov>.

**BILLING CODE 4910-59-P**

PRELIMINARY REPORT OF THEFT RATES FOR MODEL YEAR 2012 PASSENGER MOTOR VEHICLES  
STOLEN IN CALENDAR YEAR 2012

	Manufacturer	Make/model (line)	Thefts 2012	Production (Mfr's) 2012	2012 Theft rate (per 1,000 vehicles produced)
1	MERCEDES-BENZ	CL-CLASS	17	827	20.5562
2	MITSUBISHI	ECLIPSE	34	6,186	5.4963
3	MAZDA	6	202	40,004	5.0495
4	CHRYSLER	DODGE CHARGER	316	66,432	4.7567
5	NISSAN	INFINITI FX35/FX50	35	8,902	3.9317
6	CHRYSLER	DODGE AVENGER	329	85,365	3.8540
7	CHRYSLER	300	232	60,287	3.8483
8	GENERAL MOTORS	CHEVROLET IMPALA	604	165,986	3.6389
9	MITSUBISHI	GALANT	67	18,600	3.6022
10	GENERAL MOTORS	CHEVROLET CAPTIVA	112	31,797	3.5223
11	BMW	6	19	5,609	3.3874
12	CHRYSLER	DODGE CHALLENGER	143	43,080	3.3194
13	GENERAL MOTORS	CHEVROLET CAMARO	249	80,707	3.0852
14	TOYOTA	YARIS	166	54,886	3.0245
15	NISSAN	PATHFINDER	47	15,765	2.9813
16	CHRYSLER	200	352	121,175	2.9049
17	MERCEDES-BENZ	S-CLASS	29	11,443	2.5343
18	NISSAN	ALTIMA	760	313,956	2.4207
19	GENERAL MOTORS	CHEVROLET MALIBU	509	225,791	2.2543
20	FORD MOTOR CO	MUSTANG	178	80,487	2.2115
21	AUDI	AUDI A8	10	4,538	2.2036
22	VOLVO	XC90	3	1,377	2.1786
23	NISSAN	INFINITI M35H/M37/M56	28	13,731	2.0392
24	BMW	B7	1	492	2.0325
25	NISSAN	MAXIMA	129	65,150	1.9800
26	MAZDA	2	32	16,169	1.9791
27	PORSCHE	PANAMERA	13	7,056	1.8424
28	NISSAN	VERSA	272	149,418	1.8204
29	HONDA	ACURA ZDX	2	1,122	1.7825
30	FORD MOTOR CO	TAURUS	69	39,314	1.7551
31	MERCEDES-BENZ	GLK-CLASS	45	26,554	1.6947
32	BMW	7	23	13,696	1.6793
33	NISSAN	SENTRA	229	139,585	1.6406
34	GENERAL MOTORS	GMC CANYON PICKUP	22	13,690	1.6070
35	MASERATI	GRANTURISMO	3	1,953	1.5361
36	GENERAL MOTORS	CHEVROLET CORVETTE	17	11,144	1.5255
37	JAGUAR LAND ROVER	XK/XKR	2	1,323	1.5117
38	NISSAN	INFINITI G25/G37	85	56,585	1.5022
39	KIA	FORTE	106	72,284	1.4664
40	VOLVO	C70	7	4,787	1.4623
41	TOYOTA	COROLLA	304	197,973	1.4257

PRELIMINARY REPORT OF THEFT RATES FOR MODEL YEAR 2012 PASSENGER MOTOR VEHICLES  
STOLEN IN CALENDAR YEAR 2012—continued

	Manufacturer	Make/model (line)	Thefts 2012	Production (Mfr's) 2012	2012 Theft rate (per 1,000 vehicles produced)
42	MAZDA	CX-7	11	7,945	1.3845
43	CHRYSLER	DODGE CALIBER	15	10,953	1.3695
44	JAGUAR LAND ROVER	XJ	7	5,158	1.3571
45	KIA	RIO	34	25,441	1.3364
46	FORD MOTOR CO	FOCUS	413	318,556	1.2965
47	SUZUKI	SX4	20	15,617	1.2807
48	AUDI	AUDI A7	15	11,768	1.2746
49	KIA	OPTIMA	132	106,747	1.2366
50	AUDI	AUDI A3	9	7,287	1.2351
51	BMW	5	53	43,103	1.2296
52	FORD MOTOR CO	FUSION	371	308,520	1.2025
53	CHRYSLER	JEEP LIBERTY	124	104,184	1.1902
54	SUZUKI	GRAND VITARA	8	6,923	1.1556
55	HYUNDAI	SONATA	264	230,381	1.1459
56	TOYOTA	SCION TC	24	21,188	1.1327
57	VOLKSWAGEN	PASSAT	107	95,583	1.1194
58	GENERAL MOTORS	CHEVROLET CRUZE	297	270,622	1.0975
59	MERCEDES-BENZ	C- CLASS	84	76,638	1.0961
60	HYUNDAI	ACCENT	80	73,458	1.0891
61	HYUNDAI	GENESIS	41	37,741	1.0864
62	VOLVO	S80	4	3,748	1.0672
63	VOLVO	C30	3	2,841	1.0560
64	TOYOTA	CAMRY	547	523,846	1.0442
65	GENERAL MOTORS	BUICK REGAL	26	26,003	0.9999
66	VOLKSWAGEN	JETTA	176	178,153	0.9879
67	TOYOTA	LEXUS LS	8	8,102	0.9874
68	FIAT	500	60	60,935	0.9847
69	HONDA	PILOT	42	42,657	0.9846
70	BENTLEY MOTORS	CONTINENTAL	2	2,060	0.9709
71	GENERAL MOTORS	CADILLAC CTS	51	52,531	0.9709
72	MAZDA	5	31	32,530	0.9530
73	NISSAN	QUEST VAN	20	21,388	0.9351
74	KIA	SOUL	94	100,672	0.9337
75	MAZDA	3	129	142,875	0.9029
76	VOLKSWAGEN	CC	26	29,350	0.8859
77	TOYOTA	AVALON	18	20,938	0.8597
78	HONDA	ACCORD	275	325,034	0.8461
79	FORD MOTOR CO	FIESTA	50	59,978	0.8336
80	FORD MOTOR CO	ESCAPE	199	238,713	0.8336
81	HYUNDAI	SANTA FE	49	59,411	0.8248
82	GENERAL MOTORS	CHEVROLET SONIC	69	83,979	0.8216
83	GENERAL MOTORS	BUICK LACROSSE	50	60,891	0.8211
84	CHRYSLER	DODGE JOURNEY	62	77,471	0.8003

PRELIMINARY REPORT OF THEFT RATES FOR MODEL YEAR 2012 PASSENGER MOTOR VEHICLES  
STOLEN IN CALENDAR YEAR 2012—continued

	Manufacturer	Make/model (line)	Thefts 2012	Production (Mfr's) 2012	2012 Theft rate (per 1,000 vehicles produced)
85	NISSAN	370Z	5	6,271	0.7973
86	JAGUAR LAND ROVER	XF	5	6,288	0.7952
87	KIA	SPORTAGE	33	41,590	0.7935
88	VOLKSWAGEN	GTI	14	18,586	0.7533
89	MERCEDES-BENZ	E-CLASS	38	50,591	0.7511
90	FORD MOTOR CO	LINCOLN MKZ	28	37,676	0.7432
91	HYUNDAI	ELANTRA	125	169,256	0.7385
92	FORD MOTOR CO	EDGE	56	75,972	0.7371
93	TOYOTA	VENZA	17	23,128	0.7350
94	HONDA	CIVIC	333	455,627	0.7309
95	FORD MOTOR CO	LINCOLN MKS	5	6,890	0.7257
96	KIA	SEDONA VAN	24	33,319	0.7203
97	HONDA	CR-Z	4	5,609	0.7131
98	GENERAL MOTORS	CHEVROLET COLORADO PICKUP	36	50,765	0.7092
99	HONDA	CROSSTOUR	19	26,934	0.7054
100	MITSUBISHI	I-MIEV	1	1,435	0.6969
101	CHRYSLER	JEEP COMPASS	30	43,360	0.6919
102	AUDI	AUDI Q7	6	8,951	0.6703
103	BMW	3	29	43,714	0.6634
104	MITSUBISHI	OUTLANDER	14	21,288	0.6576
105	HONDA	ACURA TSX	24	36,921	0.6500
106	MITSUBISHI	LANCER	11	16,958	0.6487
107	HYUNDAI	VELOSTER	20	30,980	0.6456
108	VOLVO	S60	22	34,378	0.6399
109	PORSCHE	911	5	8,114	0.6162
110	MAZDA	CX-9	20	32,980	0.6064
111	TOYOTA	SCION XB	27	44,722	0.6037
112	SUBARU	LEGACY	23	39,094	0.5883
113	FORD MOTOR CO	LINCOLN MKX	10	17,121	0.5841
114	HONDA	ACURA RDX	5	8,786	0.5691
115	CHRYSLER	JEEP PATRIOT	34	59,849	0.5681
116	KIA	SORENTO	60	107,269	0.5593
117	JAGUAR LAND ROVER	LAND ROVER EVOQUE	5	9,075	0.5510
118	BMW	X3	8	14,543	0.5501
119	NISSAN	FRONTIER PICKUP	39	71,502	0.5454
120	VOLVO	XC70	3	5,507	0.5448
121	NISSAN	ROGUE	76	140,561	0.5407
122	TOYOTA	LEXUS IS	17	31,725	0.5359
123	VOLKSWAGEN	TIGUAN	16	29,862	0.5358
124	SUBARU	IMPREZA	35	67,058	0.5219
125	AUDI	AUDI S4/S5	4	7,710	0.5188
126	TOYOTA	HIGHLANDER	68	132,822	0.5120
127	TOYOTA	TACOMA PICKUP	65	127,812	0.5086

PRELIMINARY REPORT OF THEFT RATES FOR MODEL YEAR 2012 PASSENGER MOTOR VEHICLES  
STOLEN IN CALENDAR YEAR 2012—continued

	Manufacturer	Make/model (line)	Thefts 2012	Production (Mfr's) 2012	2012 Theft rate (per 1,000 vehicles produced)
128	NISSAN	XTERRA	11	22,343	0.4923
129	TOYOTA	SIENNA VAN	55	112,906	0.4871
130	SUBARU	TRIBECA	1	2,085	0.4796
131	AUDI	AUDI A4/A5	18	37,744	0.4769
132	HONDA	ACURA MDX	24	50,568	0.4746
133	HYUNDAI	TUCSON	27	57,218	0.4719
134	MAZDA	MX-5 MIATA	3	6,501	0.4615
135	BMW	M3	1	2,170	0.4608
136	TOYOTA	LEXUS RX	30	65,554	0.4576
137	BMW	1	4	8,770	0.4561
138	CHRYSLER	JEEP WRANGLER	64	141,387	0.4527
139	HONDA	ACURA TL	24	53,260	0.4506
140	HONDA	INSIGHT	3	6,723	0.4462
141	FORD MOTOR CO	FLEX	9	20,181	0.4460
142	GENERAL MOTORS	GMC TERRAIN	44	100,103	0.4395
143	SUBARU	FORESTER	27	64,142	0.4209
144	TOYOTA	FJ CRUISER	6	14,852	0.4040
145	MERCEDES-BENZ	SLK-CLASS	2	4,953	0.4038
146	MERCEDES-BENZ	SMART FORTWO	2	5,035	0.3972
147	VOLKSWAGEN	GOLF	10	25,207	0.3967
148	NISSAN	MURANO	23	58,188	0.3953
149	GENERAL MOTORS	CHEVROLET EQUINOX	87	220,965	0.3937
150	VOLKSWAGEN	BEETLE	12	30,622	0.3919
151	TOYOTA	RAV4	62	170,414	0.3638
152	AUDI	AUDI Q5	12	33,880	0.3542
153	HYUNDAI	EQUUS	1	2,848	0.3511
154	NISSAN	JUKE	13	37,933	0.3427
155	JAGUAR LAND ROVER	LAND ROVER LR2	1	2,921	0.3423
156	BMW	MINI COOPER	24	70,328	0.3413
157	TOYOTA	LEXUS ES	11	32,739	0.3360
158	NISSAN	CUBE	2	6,021	0.3322
159	AUDI	AUDI A6	6	18,374	0.3265
160	SUZUKI	KIZASHI	2	6,331	0.3159
161	VOLVO	XC60	5	16,144	0.3097
162	TOYOTA	SCION IQ	3	9,744	0.3079
163	TOYOTA	PRIUS	67	220,571	0.3038
164	SUBARU	OUTBACK WAGON	29	97,633	0.2970
165	HONDA	CR-V	68	230,293	0.2953
166	TOYOTA	LEXUS CT	6	21,668	0.2769
167	NISSAN	INFINITI EX35	1	3,734	0.2678
168	GENERAL MOTORS	CADILLAC SRX	18	67,705	0.2659
169	GENERAL MOTORS	BUICK VERANO	8	32,639	0.2451
170	HYUNDAI	VERACRUZ	2	8,560	0.2336

PRELIMINARY REPORT OF THEFT RATES FOR MODEL YEAR 2012 PASSENGER MOTOR VEHICLES  
 STOLEN IN CALENDAR YEAR 2012—continued

	Manufacturer	Make/model (line)	Thefts 2012	Production (Mfr's) 2012	2012 Theft rate (per 1,000 vehicles produced)
171	HONDA	FIT	11	50,757	0.2167
172	VOLKSWAGEN	EOS	2	11,140	0.1795
173	FORD MOTOR CO	TRANSIT CONNECT VAN	7	43,125	0.1623
174	HYUNDAI	AZERA	1	7,745	0.1291
175	GENERAL MOTORS	CHEVROLET VOLT	2	18,355	0.1090
176	ASTON MARTIN	DB9	0	47	0.0000
177	ASTON MARTIN	DBS	0	106	0.0000
178	ASTON MARTIN	RAPIDE	0	210	0.0000
179	ASTON MARTIN	V12 VANTAGE	0	85	0.0000
180	ASTON MARTIN	V8 VANTAGE	0	306	0.0000
181	ASTON MARTIN	VIRAGE	0	302	0.0000
182	BMW	M6	0	252	0.0000
183	BMW	Z4	0	2,203	0.0000
184	ROLLS ROYCE	GHOST	0	764	0.0000
185	ROLLS ROYCE	PHANTOM	0	53	0.0000
186	FERRARI	458	0	685	0.0000
187	FERRARI	CALIFORNIA	0	566	0.0000
188	FERRARI	FF	0	259	0.0000
189	MASERATI	QUATTROPORTE	0	519	0.0000
190	CODA AUTOMOTIVE	CODA	0	115	0.0000
191	SAAB	9-4X	0	26	0.0000
192	HONDA	ACURA RL	0	398	0.0000
193	LOTUS	EVORA	0	146	0.0000
194	MCLAREN	MP4-12C	0	697	0.0000
195	MERCEDES-BENZ	B-CLASS	0	25	0.0000
196	MERCEDES-BENZ	SL-CLASS	0	928	0.0000
197	MERCEDES-BENZ	SLS-CLASS	0	1,275	0.0000
198	NISSAN	GT-R	0	1,228	0.0000
199	NISSAN	LEAF	0	11,460	0.0000
200	PORSCHE	BOXSTER	0	754	0.0000
201	PORSCHE	CAYMAN	0	1,022	0.0000
202	SUZUKI	EQUATOR PICKUP	0	2,392	0.0000
203	TESLA	MODEL S	0	2,952	0.0000
204	TOYOTA	LEXUS HS	0	503	0.0000
205	AUDI	AUDI R8	0	1,272	0.0000
206	AUDI	AUDI TT	0	2,259	0.0000
207	BENTLEY MOTORS	MULSANNE	0	233	0.0000
208	BUGATTI	VEYRON	0	5	0.0000
209	LAMBORGHINI	AVENTADOR COUPE	0	252	0.0000
210	LAMBORGHINI	GALLARDO	0	285	0.0000
	<b>Theft rate per 1,000 vehicles produced =</b>	$\left( \frac{\text{Total theft}}{\text{Total production}} \right) \times 1000$	<b>12,172</b>	<b>10,777,407</b>	<b>1.1294</b>



**Authority:** Under authority delegated in 49 CFR part 1.95.

**David M. Hines,**

*Acting Associate Administrator for Rulemaking.*

[FR Doc. 2014-18443 Filed 8-4-14; 8:45 am]

**BILLING CODE 4910-59-C**

## DEPARTMENT OF THE INTERIOR

### Fish and Wildlife Service

#### 50 CFR Part 17

[Docket No. FWS-R8-ES-2013-0072; 4500030113]

RIN 1018-AY10

#### Endangered and Threatened Wildlife and Plants; Threatened Status for the Bi-State Distinct Population Segment of Greater Sage-Grouse With Special Rule

**AGENCY:** Fish and Wildlife Service, Interior.

**ACTION:** Proposed rule; reopening of the comment period.

**SUMMARY:** We, the U.S. Fish and Wildlife Service (Service), announce the reopening of the public comment period on our October 28, 2013, proposed rule to list the bi-State distinct population segment (DPS) of greater sage-grouse (*Centrocercus urophasianus*) as threatened under the Endangered Species Act of 1973, as amended, with a special rule. We are taking this action based on new information received regarding population trends, and recent State and Federal agency funding and staffing commitments for various conservation efforts associated with the Bi-State Action Plan, making it necessary to solicit feedback by reopening the comment period for 30 days. Comments previously submitted need not be resubmitted, as they will be fully considered in preparation of the final listing determination. We anticipate publishing a final listing determination on or before April 28, 2015.

**DATES:** The comment period for the proposed rule published in the **Federal Register** on October 28, 2013 (78 FR 64358), is reopened. We will consider comments received or postmarked on or before September 4, 2014. Comments submitted electronically using the Federal eRulemaking Portal (see **ADDRESSES** section, below) must be received by 11:59 p.m. Eastern Time on the closing date. Any comments that we receive after the closing date may not be considered in the final decision on this action.

**ADDRESSES:** *Document availability:* You may obtain copies of the proposed rule and associated documents and letters discussed in this supplement to the proposed rule on the Internet at <http://www.regulations.gov> at Docket No. FWS-R8-ES-2013-0072, or contact the U.S. Fish and Wildlife Service, Nevada Fish and Wildlife Office (see **FOR FURTHER INFORMATION CONTACT**).

*Written comments:* You may submit written comments by one of the following methods:

(1) *Electronically:* Go to the Federal eRulemaking Portal: <http://www.regulations.gov>. In the Search box, enter FWS-R8-ES-2013-0072, which is the docket number for this rulemaking. Then, in the Search panel on the left side of the screen, under the Document Type heading, click on the Proposed Rules link to locate the document. You may submit a comment by clicking on "Comment Now!"

(2) *By hard copy:* Submit by U.S. mail to: Public Comments Processing, Attn: FWS-R8-ES-2013-0072; U.S. Fish and Wildlife Service Headquarters, MS: BPHC, 5275 Leesburg Pike, Falls Church, VA 22041-3803.

We request that you send comments only by the methods described above. We will post all comments on <http://www.regulations.gov>. This generally means that we will post any personal information you provide us (see the Information Requested section below for more information).

**FOR FURTHER INFORMATION CONTACT:** For information on the proposed listing rule, proposed special rule, and proposed critical habitat designation, contact Edward D. Koch, State Supervisor, U.S. Fish and Wildlife Service, Nevada Fish and Wildlife Office, 1340 Financial Boulevard, Suite 234, Reno, NV 89502; telephone 775-861-6300; or facsimile 775-861-6301. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 800-877-8339.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

On October 28, 2013, we published a proposed rule to list the bi-State DPS of greater sage-grouse (*Centrocercus urophasianus*) in California and Nevada as a threatened species under the Endangered Species Act of 1973, as amended (Act) (78 FR 64358), with a special rule. We concurrently published a proposed rule to designate critical habitat (78 FR 64328). We received requests to extend the public comment periods on the rules beyond the December 27, 2013, due date. In order

to ensure that the public had an adequate opportunity to review and comment on our proposed rules, we extended the comment periods for an additional 45 days to February 10, 2014 (78 FR 77087; December 20, 2013).

On April 8, 2014, we reopened the comment period on our October 28, 2013, proposed rule to list the bi-State DPS, the special rule, and the proposed critical habitat rule (79 FR 19314). We also announced two public hearings that were subsequently postponed (79 FR 26684, May 9, 2014) to May 28, 2014, and May 29, 2014, respectively. The April 8, 2014, document also announced a 6-month extension of the final determination of whether or not to list the bi-State DPS as a threatened species, which will automatically delay any decision we make regarding critical habitat for the bi-State DPS. The comment period was reopened and extended to June 9, 2014, and our decision to delay the final listing action was because of substantial disagreement regarding the sufficiency or accuracy of the available data relevant to the proposed listing, making it necessary to solicit additional information. Thus, we announced that we will publish a listing determination on or before April 28, 2015. On June 3, 2014, we announced an extension of the comment period on the proposed critical habitat rule (79 FR 31901), the availability of a draft economic analysis of the proposed designation of critical habitat for the bi-State DPS, and an amended required determinations section of the proposed critical habitat rule (available on the Internet at <http://www.regulations.gov> at Docket No. FWS-R8-ES-2013-0042).

Since publication of the proposed listing rule, we have received new information on the population trends of the bi-State DPS. The publication models population growth and trajectory of the bi-State DPS across its range as well as within individual subpopulations contained within the DPS. These data may characterize risk to the bi-State DPS and predict future population trends. This information is available on the Internet at <http://www.regulations.gov> at Docket No. FWS-R8-ES-2013-0072).

In addition to this new trend information, we have continued to work closely with our interagency partners to implement and plan conservation actions that benefit the bi-State DPS and its habitat. These conservation efforts are embodied primarily in the formalized Bi-State Action Plan (Bi-State Technical Advisory Committee 2012), which is a multiagency management plan that outlines approximately 80 specific actions