

under **SUPPLEMENTARY INFORMATION**. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on August 28, 2014. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by May 14, 2015.

ADDRESSES: You may 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 DOT Desk Officer. You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. All comments should include the Docket number FHWA-2015-0006.

FOR FURTHER INFORMATION CONTACT: Rosemary Jones, 202-366-2042, Office of Real Estate Services, Federal Highway Administration, Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: State Right-of-Way Operations Manuals.

Background: It is the responsibility of each State Department of Transportation (State) to acquire, manage and dispose of real property in compliance with the legal requirements of State and Federal laws and regulations. Part of providing assurance of compliance is to describe in a right-of-way procedural (operations) manual the organization, policies and procedures of the State to such an extent that these guide State employees, local acquiring agencies, and contractors who acquire and manage real property that is used for a federally funded transportation project. Procedural manuals assure the FHWA that the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) will be met. The State responsibility to prepare and maintain an up-to-date right-of-way procedural manual is set out in 23 CFR 710.201(c). Due to the amending of 23 CFR 710 regulations, a lengthy and in-depth update of each manual will be required. The revisions are prompted by enactment of the

Moving Ahead for Progress in the 21st Century Act (MAP-21). The regulation allows States flexibility in determining how to meet the manual requirement. This flexibility allows States to prepare manuals in the format of their choosing, to the level of detail necessitated by State complexities. Each State decides how it will provide service to individuals and businesses affected by Federal or federally-assisted projects, while at the same time reducing the burden of government regulation. States are required to update manuals to reflect changes in Federal requirements for programs administered under Title 23 U.S.C. The State manuals may be submitted to FHWA electronically or made available by posting on the State Web site.

Respondents: 52 State Departments of Transportation, including the District of Columbia and Puerto Rico.

Frequency: A one-time collection due to regulatory revisions. Then States update their manuals on an annually basis and certify every 5 years.

Estimated Average Burden per Response: 225 hours per respondent.

Estimated Total Annual Burden Hours: 225 hours for each of the 52 State Departments of Transportation.

The total is 11,700 burden hours.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Dated: April 8, 2015.

Michael Howell,

Information Collection Officer.

[FR Doc. 2015-08503 Filed 4-13-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Mercedes-Benz Usa, LLC

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the Mercedes-Benz USA, LLC's (MBUSA) petition for an exemption of the smart Line Chassis vehicle line in accordance with 49 CFR part 543, *Exemption from Vehicle 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 49 CFR part 541, *Federal Motor Vehicle Theft Prevention Standard* (Theft Prevention Standard).

DATES: The exemption granted by this notice is effective beginning with the 2016 model year (MY).

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 December 17, 2014, MBUSA requested an exemption from the parts-marking requirements of the Theft Prevention Standard for the Mercedes-Benz smart Line Chassis vehicle line beginning with MY 2016. The petition requested an exemption from parts-marking pursuant to 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for the entire vehicle line.

Under 49 CFR 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, MBUSA provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the smart Line Chassis vehicle line which includes the smart fortwo vehicle. MBUSA stated that its MY 2016 smart Line Chassis vehicle line will be equipped with its passive, transponder-based ignition immobilizer (FBS III/FBS IV) antitheft device and an access code-protected locking system as standard equipment. Key components of the immobilizer antitheft device will include the immobilizer, transmitter key, electronic ignition starter switch control unit (EIS), the body control module (ECM), and the engine control module (ECU). MBUSA stated that its immobilizer device is an interlinked system of control units which collectively perform the immobilizer function. The interlinked system includes the engine, EIS, transmitter key, ECU and ECM (including the fuel injection system) which independently calculates and matches a unique code. MBUSA stated that it is impossible to read the code from the vehicle in order to defeat the system. If a relevant query from the vehicle to the transmitter key is valid, operation of the vehicle will be authorized. MBUSA further stated that it will offer an audible and visible alarm

system as optional equipment on the line to detect unauthorized vehicle entry. MBUSA's submission is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6.

MBUSA stated that the antitheft device is deactivated when the transmitter key has been inserted in the EIS and energy is transferred to the key to verify drive authorization. Verification of the correct key is transmitted over an infrared link between the key and the EIS. If the authentication check has recognized the correct key, the EIS will allow the key to be turned to the "Start Engine" position. MBUSA stated that when the key then reaches the "Ignition on" position, the authentication sequence in the ECM and ECU will start. The ECM then receives authorization from the EIS following authentication verification. MBUSA further stated that if the values from the authentication are identical, the ECM will authorize the start and operation of the vehicle will be allowed. Activation of the device occurs automatically when the key is removed from the ignition switch. Once activated, only a valid key with the correct code inserted into the ignition switch will disable immobilization and allow the vehicle to start and operate. MBUSA further stated that no other action by the operator other than turning the key is required to activate or deactivate the immobilizer.

In its submission, MBUSA stated that a locking/unlocking feature is also incorporated into the device. An encoded data exchange between the transmitter key and the vehicle's central controller for the lock/unlock feature (ECM) is carried out by radio signal. When an unlocking signal from the remote key sends a permanent and rolling code message to the vehicle's central ECU, the device will compare the permanent code with the stored code in the ECM. If the permanent codes match, the rolling codes are then compared. MBUSA stated that if both codes match, the locking system will unlock the doors, tailgate and fuel filler cover.

In addressing the specific content requirements of § 543.6, MBUSA provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, MBUSA conducted tests based on its own specified standards. MBUSA provided a detailed list of the tests conducted and believes that the device is reliable and durable since it complied with its own specified

requirements for each test. MBUSA also conducted performance tests based on the Economic Commission for Europe's (ECE) specified standards. MBUSA provided a detailed list of the tests conducted and believes that the immobilizer device offered on the smart Line Chassis vehicle line is reliable and durable because the device complied with the specified requirements for each test.

MBUSA also stated that it believes that the immobilizer device offered on the smart Line Chassis vehicle line will be at least as effective as compliance with the parts-marking requirements of the theft prevention standard and as effective in deterring theft as it has been on other MBUSA vehicle lines that have been equipped with an antitheft device, as demonstrated by the low theft rate history of MBUSA vehicles. MBUSA stated that its proposed device is also functionally equivalent to the antitheft devices installed on the Mercedes-Benz S-Class, E-Class, C-Class, SLK-Class, SL-Class and NGCC Chassis vehicles, which the agency has exempted from the parts-marking requirements beginning with MYs 2006, 2007, 2008, 2009, 2011, and 2014 respectively. MBUSA also referenced theft rate data published by the agency comparing its proposed device to antitheft devices already installed in the BMW MINI, Honda Fit and Toyota Scion xB vehicle lines. MBUSA stated that theft data published by the agency show that the average theft rate for the BMW MINI Cooper with an immobilizer device was 0.4422 in MY/CY 2010 and 0.3413 in MY/CY 2012. MBUSA also referenced theft rate data published by the agency for the Honda Fit and Toyota Scion xB vehicle lines (with immobilizers) which showed a theft rate of 0.3118 and 0.2167 (MY/CYs 2011 and 2012) for the Honda Fit and 1.1553 and 0.5110 (MY/CYs 2011 and 2012) for the Toyota Scion xB respectively. MBUSA stated that it believes that this data also indicates that the immobilizer device was effective in contributing to an average reduction of 22.8%, 30.5%, and 47.7% reduction in the theft rate of the BMW MINI Cooper, Honda Fit and Toyota Scion xB, respectively. MBUSA also stated it believes that the data indicates the immobilizer device was effective in contributing to an average reduction of 29.9% in the theft rate for the SL-Line Chassis when theft rates for the vehicle line dropped from 1.4170 (CY 2005) to 1.0460 (CY 2007).

Based on the supporting evidence submitted by MBUSA on its device, the agency believes that the device is substantially similar to devices installed in other vehicle lines for which the

agency has already granted exemptions and that the antitheft device for the smart Line Chassis vehicle line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR 541).

Pursuant to 49 U.S.C. 33106 and 49 CFR 543.7 (b), the agency grants a petition for exemption from the parts-marking requirements of Part 541, either in whole or in part, if it determines that, based upon substantial evidence, the standard equipment antitheft device is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of Part 541. The agency finds that MBUSA has provided adequate reasons for its belief that the antitheft device for the MBUSA smart vehicle line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541). This conclusion is based on the information MBUSA provided about its antitheft device.

The agency concludes that the device will provide four of the five types of performance listed in § 543.6(a)(3): Promoting activation; preventing defeat or circumvention of the device by unauthorized persons; preventing operation of the vehicle by unauthorized entrants; and ensuring the reliability and durability of the device.

For the foregoing reasons, the agency hereby grants in full MBUSA's petition for exemption for the MBUSA smart Line Chassis vehicle line from the parts-marking requirements of 49 CFR part 541. The agency notes that 49 CFR part 541, Appendix A-1, identifies those lines that are exempted from the Theft Prevention Standard for a given model year. 49 CFR part 543.7(f) contains publication requirements incident to the disposition of all Part 543 petitions. Advanced listing, including the release of future product nameplates, the beginning model year for which the petition is granted and a general description of the antitheft device is necessary in order to notify law enforcement agencies of new vehicle lines exempted from the parts-marking requirements of the Theft Prevention Standard.

If MBUSA decides not to use the exemption for this line, it must formally notify the agency. If such a decision is made, the line must be fully marked according to the requirements under 49 CFR parts 541.5 and 541.6 (marking of major component parts and replacement parts).

NHTSA notes that if MBUSA wishes in the future to modify the device on which this exemption is based, the company may have to submit a petition to modify the exemption. Part 543.7(d) states that a Part 543 exemption applies only to vehicles that belong to a line exempted under this part and equipped with the antitheft device on which the line's exemption is based. Further, Part 543.9(c)(2) provides for the submission of petitions "to modify an exemption to permit the use of an antitheft device similar to but differing from the one specified in that exemption."

The agency wishes to minimize the administrative burden that Part 543.9(c)(2) could place on exempted vehicle manufacturers and itself. The agency did not intend in drafting Part 543 to require the submission of a modification petition for every change to the components or design of an antitheft device. The significance of many such changes could be de minimis. Therefore, NHTSA suggests that if the manufacturer contemplates making any changes, the effects of which might be characterized as de minimis, it should consult the agency before preparing and submitting a petition to modify.

Under authority delegated in 49 CFR part 1.95.

Raymond R. Posten,

Associate Administrator for Rulemaking.

[FR Doc. 2015-08491 Filed 4-13-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2012-0084]

Data Modernization Sampling Information

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

ACTION: Announcement of webinar.

SUMMARY: NHTSA has redesigned the National Automotive Sampling System (NASS). Through this notice, NHTSA is announcing a public webinar to provide information about the two new surveys that will replace NASS: Crash Report Sampling System (CRSS) and Crash Investigation Sampling System (CISS). NHTSA will describe the samples designs and answer questions related to the samples. The webinar will be available via the web and requires internet access.

DATES: NHTSA will hold the webinar on April 29, 2015, from 1:30 p.m. to 3:00

p.m., EDT. The presentation will be available through internet access only via the web. NHTSA will post specific information on how to participate via the Internet on the NHTSA Web site at www.nhtsa.gov one week before the event.

FOR FURTHER INFORMATION CONTACT: For information concerning the webinar or access via the Internet, please contact Raj Subramanian, National Center for Statistics and Analysis, NHTSA (telephone: 202-366-3365 or email: raj.subramanian@dot.gov).

SUPPLEMENTARY INFORMATION: The webinar will allow interested persons to learn more about NHTSA's newly designed nationally representative samples that will replace NASS.

Background

NHTSA is undertaking a modernization effort to upgrade the National Automotive Sampling System (NASS) by improving the information technology infrastructure, updating and prioritizing the data collected, reselecting the sample sites and sample sizes, re-examining the electronic formats in which the crash data files are made available to the public, and improving data collection methods and quality control procedures, among other activities. This project is called the Data Modernization (DataMod) Project.

NASS collects crash data on a nationally representative sample of police-reported motor vehicle traffic crashes and related injuries. NASS data are used by Federal, State, and local government agencies, as well as by industry and academia in the U.S. and around the world. The data enable stakeholders to make informed regulatory, program, and policy decisions regarding vehicle design and traffic safety. The NASS system currently has two components: The General Estimates System (GES) and the Crashworthiness Data System (CDS). While the GES captures information on all types of traffic crashes, the CDS focuses on more severe crashes involving passenger vehicles to better document the consequences to vehicles and occupants in crashes—i.e., crashworthiness.

NASS was originally designed in the 1970's, and has not received significant revision since that time with regard to the type of data collected and the sites for data collection. Over the last three decades NHTSA understands that the scope of traffic safety studies has expanded and the data needs of the transportation community have increased and significantly changed. In addition, the distribution of the U.S.

population has shifted over the past four decades, and there is a growing need for the collection of information that addresses issues of crash avoidance. Recognizing the importance of this data, NHTSA is pursuing the DataMod Project to enhance the quality of the data collected and the overall effectiveness of the NASS.

As part of the Data Modernization project, NHTSA has redesigned the NASS. It will be replaced with two new surveys:

- CRSS will be a records-based data collection system similar to the current GES and will continue to provide the annual, nationally representative estimates of police-reported motor vehicle crashes overall. In addition, CRSS will provide estimates by type of vehicle, and for a broad range of vehicle and crash characteristics that are needed to fully describe current highway safety and to track motor vehicle crash trends.

- CISS is an investigation-based system similar to the current CDS and will collect accurate, detailed information about a nationally representative selection of passenger vehicle crashes that involve a passenger vehicle towed from the crash scene. Researchers will investigate crashes a few days after the crash gathering information from a variety of sources: crash site inspection, vehicle inspections, interviews, medical records and others. CISS will have enhanced pre-crash data and data on the presence and use of crash avoidance technologies.

Information on the current NASS sample, coding instructions, and descriptive materials can be reviewed on NHTSA's Web site at: <http://nhtsa.gov/NASS>. Information on the Data modernization project and the report to Congress on *NHTSA's Review of the National Automotive Sample System* can be reviewed at: <http://www.nhtsa.gov/NCSA>.

Public Webinar

NHTSA is hosting a public webinar to inform vehicle manufacturers and suppliers, the medical community, researchers, safety advocates and the general public about the new sample designs for CRSS and CISS. NHTSA will present a technical overview of the new sample designs covering the following topics:

Draft Topics

1. Welcome and Opening Remarks
2. Webinar Outline
3. Data Modernization
 - a. MAP-21
 - b. Data Needs
4. Sample Redesign: Why and How?