

that own, operate, or manage public transportation capital assets. It is a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures in order to help agencies keep their systems operating smoothly and efficiently. Transit agencies are required to develop TAM plans and submit their performance measures and targets to the National Transit Database.

Respondents: All recipients and sub-recipients of chapter 53 funds that own, operate, or manage public transportation capital assets.

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Estimated Annual Number of Respondents: 2,878.

Estimated Annual Number of Responses: 987.

Estimated Total Annual Burden: 404,233.

Frequency: Annual.

Nadine Pembleton,

Director Office of Management Planning.

[FR Doc. 2019-22742 Filed 10-17-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA 2019-0024]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to approve the extension of a currently approved information collection:

49 U.S.C. 5307 Urbanized Area Formula Program

DATES: Comments must be submitted before December 17, 2019.

ADDRESSES: To ensure that your comments are not entered more than once into the docket, submit comments identified by the docket number by only one of the following methods:

1. **Website:** www.regulations.gov. Follow the instructions for submitting comments on the U.S. Government electronic docket site. (Note: The U.S.

Department of Transportation's (DOT's) electronic docket is no longer accepting electronic comments.) All electronic submissions must be made to the U.S. Government electronic docket site at www.regulations.gov. Commenters should follow the directions below for mailed and hand-delivered comments.

2. **Fax:** 202-366-7951.

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

4. **Hand Delivery:** U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

Instructions: You must include the agency name and docket number for this notice at the beginning of your comments. Submit two copies of your comments if you submit them by mail. For confirmation that FTA has received your comments, include a self-addressed stamped postcard. Note that all comments received, including any personal information, will be posted and will be available to internet users, without change, to www.regulations.gov. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000, (65 FR 19477), or you may visit www.regulations.gov. Docket: For access to the docket to read background documents and comments received, go to www.regulations.gov at any time. Background documents and comments received may also be viewed at the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: Tara Clark, Office of Program Management (202) 366-2623 or Tara.Clark@dot.gov.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will

be summarized and/or included in the request for OMB approval of this information collection.

Title: 49 U.S.C. 5307 Urbanized Area Formula Program (OMB Number: 2132-0502).

Background: The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. Funding is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. Governors, responsible local officials and publicly owned operators of transit services shall designate a recipient to apply for, receive, and dispense funds for urbanized areas. The governor or governor's designee acts as the designated recipient for urbanized areas between 50,000 and 200,000. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the governor of each state for distribution. Eligible activities include: Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Respondents: State or local governmental entities that operates a public transportation service.

Estimated Annual Number of Respondents: 6,240.

Estimated Total Annual Burden: 117,000 hours.

Frequency: Annual.

Nadine Pembleton,

Director Office of Management Planning.

[FR Doc. 2019-22744 Filed 10-17-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2019-0103]

Audi of America; Receipt of Petition for Temporary Exemption From FMVSS No. 111

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

ACTION: Notice of receipt of petition for temporary exemption from FMVSS No. 111, "Rear Visibility"; request for comment.

SUMMARY: In accordance with the procedures in 49 CFR part 555, Audi of America ("Audi") has petitioned NHTSA for a temporary exemption of vehicles from the requirements in FMVSS No. 111 that passenger cars, MPVs, and light trucks be equipped with an outside mirror on the driver's side that meets certain field-of-view and mounting requirements. Instead of being equipped with FMVSS No. 111-compliant outside mirrors that would provide the required view to the rear, the vehicles, if exempted, would be equipped with a Camera Monitor System (CMS) that, according to Audi, provides the driver with a video-generated image on a monitor. Audi states that the video-generated image meets the standard's field-of-view requirements that apply to outside mirrors on the driver's side. Audi submitted its petition on the basis that an exemption is needed to facilitate the development and field evaluation of a new motor vehicle safety feature (the CMS) and that that feature provides a level of safety at least equal to the level of safety would be provided if the vehicle were equipped with FMVSS-compliant outside mirrors. NHTSA is publishing this document in accordance with statutory and administrative provisions, and requests comments on the petition. NHTSA has made no judgment on the merits of the petition.

DATES: Comments on this petition must be submitted by November 18, 2019.

FOR FURTHER INFORMATION CONTACT:

Daniel Koblenz, Office of Chief Counsel, Telephone: 202-366-2992, Facsimile: 202-366-3820 or Markus Price, Office of Crash Avoidance Standards,

Telephone: 202-366-1810, Facsimile: 202-493-2990. The mailing address for these officials is: National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590.

This document 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, M-30, U.S. Department of Transportation, West Building, Ground Floor, Rm. W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

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

- *Fax:* 202-493-2251.

Regardless of how you submit your comments, please mention the docket number of this document.

You may also call the Docket at 202-366-9826.

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.

Privacy Act: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its decision-making process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.transportation.gov/privacy. In order to facilitate comment tracking and response, the agency encourages commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered.

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

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I. Background

a. FMVSS No. 111 Outside Mirror Requirement

Federal Motor Vehicle Safety Standard (FMVSS) No. 111, "Rear Visibility," sets out requirements to ensure that passenger cars, Multipurpose Passenger Vehicles (MPVs), trucks, and buses, school buses, and low-speed vehicles provide drivers with "a clear and reasonably unobstructed view to the rear" of the vehicle. To this end, FMVSS No. 111, S5.2 requires that passenger cars must be equipped with an outside rearview mirror on the driver's side. This mirror must provide the driver with a specified minimum field of view, be of unit magnification, and must be mounted according to certain specifications.¹ Similarly, FMVSS No. 111 S6 requires that MPVs, trucks, and buses (other than a school bus) with a Gross Vehicle Weight Rating of 4,536 kg or less be equipped with outside mirrors to provide rear visibility. Vehicles subject to S6 are required either to use "mirrors that conform to the requirements of S5,"² or to be equipped with mirrors on both sides of the vehicle which meet specified criteria for size and placement. Currently, FMVSS No. 111 does not permit compliance with either S5.2 or S6 through equipment other than "an outside mirror."³

b. Statutory Authority and Regulatory Requirements

The National Traffic and Motor Vehicle Safety Act (Safety Act), codified

¹ S5.2 requires that vehicles be equipped with a driver side outside mirror.

² Note that S5 includes both an inside (S5.1) and outside (S5.2) mirror requirement.

³ NHTSA notes, however, that FMVSS does not prohibit the use of other technologies (such as cameras) alongside mirrors, so long as compliant required mirrors are present. NHTSA recently published an ANPRM seeking comment on whether the agency should consider amending FMVSS No. 111 to permit cameras as a compliance option in lieu of mirrors. See 84 FR 54533.