

REPORTING BURDEN—Continued

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
—Updated reflectorization implementation plans.	685 Railroads/car owners	5 Failure Reports ...	2 hours	10 hours.
—Failure reports	685 Railroads/car owners	172 reports/forms ..	20 hours	3,440 hours.
II. Existing Cars with retroreflective sheeting (b). Locomotives.	685 Railroads/car owners	35 reports/forms	15 minutes	9 hours.
—Existing locomotives w/o retroreflective sheeting.	685 Railroads/car owners	35 reports/forms	3 hours	105 hours.
—Updated reflectorization implementation plans.	685 Railroads/car owners	1 Failure Report	2 hours	2 hours.
—Failure reports	685 Railroads/car owners	617 reports/forms ...	4 hours	2,468 hours.
II. Existing locomotives with retroreflective sheeting				
224.109—Inspection, repair, replacement—fr. cars.	AAR + 300 car shops	240,000 Notificat ...	10 minutes	40,000 hours.
—Locomotives: records of restriction.	22,800 Locomotives	4,560 records	3 minutes	228 hours.

Total Responses: 246,300.
Estimated Total Annual Burden: 56,787 hours.
Status: Regular Review.
 Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.
 Issued in Washington, DC, on January 7, 2011.

Kimberly Coronel,
 Director, Office of Financial Management,
 Federal Railroad Administration.

[FR Doc. 2011–570 Filed 1–12–11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA–2010–0179]

Reports, Forms, and Record Keeping Requirements

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

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and

reinstatements of previously approved collections.

This document describes the collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before March 14, 2011.

ADDRESSES: You may submit comments identified by DOT Docket ID Number NHTSA–2010–0179 using any of the following methods:

Electronic submissions: Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

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

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

Fax: 1–202–493–2251.

Instructions: Each submission must include the Agency name and the Docket number for this Notice. Note that all comments received will be posted without change to <http://www.regulations.gov> including any personal information provided.

FOR FURTHER INFORMATION CONTACT: Mr. Alan Block, Contracting Officer's Technical Representative, Office of Behavioral Safety Research (NTI–131), National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., W46–499, Washington, DC 20590. Mr. Block's phone number is 202–366–6401 and his email address is alan.block@dot.gov.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for

approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) 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;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

Demonstration Tests of Different High Visibility Enforcement Models

Type of Request—New information collection requirement.

OMB Clearance Number—None.

Form Number—NHTSA Forms 1121, 1122, 1123.

Requested Expiration Date of Approval—3 years from date of approval.

Summary of the Collection of Information—The National Highway Traffic Safety Administration (NHTSA) proposes to collect information from the public to evaluate three programs of sustained enforcement of the drinking and driving laws. The programs will extend over a period of 2 years. A baseline wave of telephone interviews with residents in 3 program sites and 2 comparison sites not carrying out a demonstration program will be conducted prior to the start of the enforcement program. Additional telephone survey waves will be conducted at each of the 5 sites at approximately 6 month intervals following the baseline survey wave until a final telephone survey wave is conducted after the conclusion of the program, for a total of 5 telephone survey waves including the baseline. Sample size for the program sites will be 1,200 while sample size for the comparisons sites will be 500, totaling 23,000 interviews. During the 3rd and 5th survey waves, 50 individuals interviewed during the baseline wave at each of the sites will be re-interviewed. This will add 500 interviews, for a grand total of 23,500 telephone interviews over a period of approximately 26 months. The survey will ask questions about drinking behavior, awareness of the enforcement program, impressions of the program's effectiveness and utility, and perceived risk of alcohol-impaired drivers being stopped by law enforcement officers. Interview length will average 10 minutes.

Augmenting the telephone surveys at each of the 3 program sites will be data collected from individuals at locations where there is an increased likelihood of persons at high risk of driving while alcohol-impaired, i.e., at bars. Data will be collected from 100 bar patrons concurrent with each of the 5 telephone survey waves for a total of 1,500 face-to-face interviews. Interview length will average 5 minutes and ask about awareness of the program and perceived risk of alcohol-impaired drivers being stopped by law enforcement officers.

Data will also be collected from drivers at the program and comparison sites through a roadside survey before, midway, and after the 2-year intervention period. Breath samples will be obtained to identify any changes in the distribution of roadside BACs (Blood Alcohol Concentration) across data collection periods, and the drivers will also be administered a 5-minute face-to-face interview. Sample size will be 100 drivers per site per data collection wave, for a total of 1,500 drivers. The interviews will collect

information on program awareness and perceived risk of an alcohol-impaired driver being stopped by law enforcement officers.

In conducting the proposed telephone interviews, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. The proposed data collection at bars and the roadside survey would be anonymous; they would not collect any personal information that would allow anyone to identify respondents. The telephone interviews during wave 1 will include some collection of personally identifying information in order to conduct a small number of re-interviews during waves 3 and 5. However, that information will be held exclusively by the survey contractor, protected from disclosure to any other parties, and destroyed once no longer needed for re-contacting prospective respondents. Moreover, the personally identifiable information will be separated from the survey responses. No personally identifiable information will be collected during telephone survey waves 2 through 5.

Description of the Need for the Information and Proposed Use of the Information—NHTSA was established to reduce the number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

The heavy toll that alcohol-impaired driving exacts on the nation in fatalities, injuries, and economic costs is well documented. High visibility enforcement has historically had the strongest support in the research literature for effectiveness in reducing alcohol-impaired driving. Studies have demonstrated that prolonged commitment to highly visible and well-publicized enforcement of the drinking and driving laws, with enforcement and communication activities conducted on a regular basis, can result in substantial reduction in alcohol-related and alcohol-impaired driving crashes. In practice, however, law enforcement agencies have consolidated their high visibility alcohol enforcement efforts into a small number of enforcement waves that occur each year. The high visibility enforcement becomes an enhanced form of enforcement rather than something that the officers normally do. Thus attempting to sustain the high visibility enforcement over time entails determining how law enforcement agencies can integrate high

visibility enforcement of the drinking and driving laws so that it is not producing an extra burden for officers but is rather a normal and regular part of their work.

NHTSA plans to demonstrate three community programs of high visibility enforcement of the drinking and driving laws. Two of those programs will be designed as fully integrated high visibility enforcement programs. Since many law enforcement agencies would be unable to move directly to a fully integrated program, a third program will be demonstrated that is operating at an intermediate level between current common practice and full integration. NHTSA will collect information to assess the extent to which the programs penetrate public awareness, how effective the programs are perceived by residents in the intervention communities, and whether changes occur over the course of the programs in the perceived risk of an alcohol-impaired driver being stopped by law enforcement officers. Because the alcohol crash fatality problem is concentrated among certain groups, particular attention will be paid to assessing this information for drivers most likely to drive at BACs above the legal limit. In addition to self-report information, NHTSA will collect roadside BAC data to obtain a measure of the distribution of BACs among drivers on the road.

NHTSA will use the findings from this proposed collection of information to assist States, localities, and law enforcement agencies to design and implement sustained programs of high visibility enforcement of the drinking and driving laws.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—Under this proposed effort, the Contractor would conduct 23,500 telephone interviews, 1,500 face-to-face interviews with bar patrons, and 1,500 face-to-face interviews with drivers who participate during roadside surveys. The telephone interviews will be conducted with drivers age 18 and older in the five selected communities, with over-sampling of drivers 18 through 34. Interview length will average 10 minutes. Interviews would be conducted with drivers at residential phone numbers selected through random digit dialing. Businesses are ineligible for the sample and would not be interviewed. A total of 250 respondents who complete the interview during the initial baseline survey wave will be administered the survey two additional times separated

by 1-year intervals, for a total of three administrations of the survey over slightly more than a 2 year period. All other members of the sample will be administered the survey one time only.

The interviews with bar patrons will be conducted with individuals 21 years of age and older. Interview length will average approximately 5 minutes, and each member of the sample would complete one interview. Businesses are ineligible for the sample and would not be interviewed.

The roadside survey interviews will be conducted with drivers 18 and older. Interviews would average 5 minutes, and each member of the sample would complete one interview. Businesses are ineligible for the sample and would not be interviewed.

Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information—NHTSA estimates that respondents would require an average of 10 minutes to complete the telephone interviews or a total of 3,917 hours for the 23,500 respondents. The interviews with bar patrons will average 5 minutes or a total of 125 hours for the 1,500 respondents. The roadside survey interviews will also average 5 minutes or a total of 125 hours for the 1,500 respondents. The total number of estimated reporting burden hours on the general public would be 4,167. The annual reporting burden would be 1,923 hours based on a 26 month data collection period. The respondents would not incur any reporting cost from the information collection. The respondents also would not incur any record keeping burden or record keeping cost from the information collection.

Authority: 44 U.S.C. 3506(c)(2)(A).

Jeffrey Michael,

Associate Administrator, Research and Program Development.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Ford Motor Company

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the Ford Motor Company's (Ford)

petition for an exemption of the Fusion 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 49 CFR Part 541, *Federal Motor Vehicle Theft Prevention Standard*.

DATES: The exemption granted by this notice is effective beginning with the 2012 model year.

FOR FURTHER INFORMATION CONTACT: Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, 1200 New Jersey Avenue, SE., Washington, DC 20590. Ms. Ballard's telephone number is (202) 366-0846. Her fax number is (202) 493-2990.

SUPPLEMENTARY INFORMATION: In a petition dated September 21, 2010, Ford requested an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR Part 541) for the MY 2012 Ford Fusion vehicle line. 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 an entire vehicle line.

Under § 543.5(a), a manufacturer may petition NHTSA to grant exemptions for one vehicle line per model year. Ford has petitioned the agency to grant an exemption for its Fusion vehicle line beginning with MY 2012. In its petition, Ford provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the Fusion vehicle line. Ford will install its "SecuriLock" passive transponder-based electronic immobilizer antitheft device as standard equipment on the vehicle line. Features of the antitheft device will include an electronic key, ignition lock, and a passive immobilizer. Ford stated that since it's MY 2006 introduction, the Fusion has been equipped with the "SecuriLock" device as standard equipment. The device does not incorporate an audible or visual alarm as standard equipment however, Ford stated that the Fusion vehicles will come equipped with a separate perimeter alarm system that utilizes both a visible and audible alarm if unauthorized access is attempted. Ford'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.

Ford stated that the devices integration of the transponder into the normal operation of the ignition key assures activation of the system. When the ignition key is turned to the "start" position, the transceiver module reads the ignition key code and transmits an encrypted message to the cluster. Validation of the key is determined and start of the engine is authorized once a separate encrypted message is sent to the powertrain control module/transmission control module (PCM/TCM). The powertrain will function only if the key code matches the unique identification key code previously programmed into the PCM. If the codes do not match, the engine starter, ignition and fuel systems will be disabled. Ford stated that the device functions automatically each time an engine start sequence occurs. Therefore, no owner/operator actions are required to deactivate the device.

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

Ford stated that incorporation of several features in both devices further support reliability and durability of the device. Specifically, some of those features include: encrypted communication between the transponder, control function and the power train control module; no moving parts; inability to mechanically override the device to start the vehicle; and the body control module/remote function actuator and the power train control module share security data that form matched modules during vehicle assembly that if separated from each other will not function in other vehicles. Ford stated that the Fusion will be equipped with several other standard antitheft features (*i.e.*, a hood release, counterfeit resistant VIN plates, secondary VINs inscribed on the body, and an exterior key lock that will be located only on the driver door to limit cabin access). Ford also stated that the device's encrypted transponder technology will make key duplication virtually impossible.

Additionally, Ford noted that with the prevalence of electronic engine immobilizer systems on nearly all new