

Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

*Title:* Exploratory Advanced Research (EAR) Program initial stage research on the topic of Dynamic Ridesharing.

*Background:* The Exploratory Advanced Research (EAR) Program was established to conduct longer term, higher risk research that will result in potentially dramatic breakthroughs for improving the durability, efficiency, environmental performance, productivity, and safety of highway and intermodal transportation systems. To facilitate identification and assessment of higher-risk, breakthrough research topics, the Program conducts literature reviews, event scanning, and targeted convening. As part of an assessment of potential high-risk, breakthrough research on dynamic ridesharing, the EAR Program is conducting this collection of information on behavioral preferences using focus groups.

As a response to the opening of High Occupancy Vehicle (HOV) lanes in the Washington, D.C., metro area in the mid-1970s, a unique commuting phenomenon developed, commonly known as "slugging." This type of single-trip dynamic carpooling evolved from drivers and passengers coming together to fulfill each party's needs (e.g., allowing drivers to meet HOV requirements and thus use the express travel lanes while riders receive a free, potentially faster trip to work). Academic and entrepreneurial types alike are looking at ways to facilitate dynamic ridesharing through technological means. Some suggestions for enhancing dynamic ridesharing include website forums that connect drivers with riders and Smartphone applications that would allow drivers and riders to register and connect with each other. These efforts build off of the success of three meeting-place based dynamic ridesharing systems that exist in Houston, San Francisco, and Washington, DC. The three systems have no formal leadership or management; rather they have evolved to fulfill a need for carpools created by the presence of HOV lanes. These naturally occurring dynamic ridesharing systems operate by having drivers and riders meet at central, easily accessible locations, such as park-and-ride lots where they create instantaneous carpools based on desired destinations. The sluglines are highly successful and have existed for a long time (30+ years in the case of DC.), and they are a critical component to these robust dynamic ridesharing systems which serve thousands of commuters each

weekday. Despite their success and interesting nature, exploring dynamic ridesharing programs warrant further evaluation.

Focus group participants will be recruited based on a number of criteria. The primary factors are whether participants have utilized dynamic carpooling, the frequency of their use and whether they use dynamic ridesharing to commute to work. Participants would not be representing their place of work, and they would be asked to participate as members of the public on their own time outside of work hours.

*Respondents:* The Focus Group will send approximately 108 participants on a three-city tour (Washington, DC; San Francisco, CA; and Houston, TX) to study the informal, dynamic carpooling systems in each city. The government expects the contractor to recruit slugging/casual carpooling participants in each city.

*Frequency:* Annually  
*Estimated Average Burden per Response:* There will be approximately 9 focus groups total (3 in each city); with each group consisting of 12 participants with a time commitment of 1.5 hours each person. The screening for potential participants will take approximately 5 minutes per person. There will be approximately 108 participants.

*Estimated Total Annual Burden Hours:* The annual burden for the Focus Group would be between 162 hours. The annual burden for screening participants will be 9 hours.

Annual Total = 171 hours.

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

Issued On: May 19, 2011.

**Juli Huynh,**

*Chief, Management Programs and Analysis Division.*

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**BILLING CODE 4910-22-P**

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**Reports, Forms, and Record keeping Requirements**

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information

Collection Request (ICR) abstracted regarding the Procedures for Selecting Lines to be Covered by the Theft Prevention Standard below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on February 4, 2011 (76 FR 6512). The agency received no comments.

**DATES:** Comments must be submitted on or before June 24, 2011.

**ADDRESSES:** 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 NHTSA Desk Officer.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Departments' estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:**

Carlita Ballard at the National Highway Traffic Safety Administration, Office of International Policy, Fuel Economy and Consumer Programs (NVS-131), 1200 New Jersey Ave., SE., West Building, Room W43-439, NVS-131, Washington, DC 20590. Ms. Ballard's telephone number is (202) 366-5222. Please identify the relevant collection of information by referring to its OMB Control Number.

**SUPPLEMENTARY INFORMATION:**

**National Highway Traffic Safety Administration**

*Title:* Procedures for Selecting Lines to be Covered by the Theft Prevention Standard (49 CFR 542).

*OMB Control Number:* 2127-0539.

*Type of Request:* Extension of a currently approved information collection.

*Abstract:* Manufacturers of light duty trucks must identify new model introductions that are likely to be high-theft lines as defined in 49 U.S.C. 33104. In 1984, Congress enacted the Motor Vehicle Theft Law Enforcement

Act (the 1984 Theft Act). As a means to prevent the theft of motor vehicles for their parts, the 1984 Theft Act required vehicle manufacturers to mark the major parts of "high-theft" passenger cars and the major replacement parts for those cars. The Anti Car Theft Act of 1992 (ACTA) amended the 1984 Theft Act to extend its provisions to multipurpose passenger vehicles (MPVs) and light duty trucks (LDTs).

The 1984 Theft Act, as amended by ACTA, requires NHTSA to promulgate a theft prevention standard for the designation of high-theft vehicle lines. The specific lines are to be selected by agreement between the manufacturer and the agency. If there is a disagreement of the selection, the statute states that the agency shall select such lines and parts, after notice to the manufacturer and an opportunity for written comment. NHTSA's procedures for selecting high theft vehicle lines are contained in 49 CFR part 542.

In a final rule published on April 6, 2004, the Federal Motor Vehicle Theft Prevention Standard was extended to include all passenger cars and multipurpose passenger vehicles with a gross vehicle weight rating of 6,000 pounds or less, regardless of whether they were likely to be high or low theft, and to light duty trucks with major parts that are interchangeable with a majority of the covered major parts of multipurpose passenger vehicles. The final rule became effective September 1, 2006.

NHTSA anticipates that there are approximately 7 vehicle manufacturers that could request a theft determination. All seven are still active in the U.S. market and could respond on an annual basis. We anticipate this to remain the average number of yearly responses that could be received by the agency.

NHTSA estimates that the average hours per submittal will be 45, for a total annual burden of 315. The total annual burden of 315 remains the same as the current OMB inventory. NHTSA estimates that the cost associated with the burden hours is a \$57.06 per hour, for a total cost of approximately \$18,000.

*Affected Public:* Motor vehicle manufacturers.

*Estimated Total Annual Burden:* NHTSA estimates that there would be no additional cost to motor vehicle manufacturers that would require it to comply to this regulation.

**Christopher J. Bonanti,**

*Associate Administrator for Rulemaking.*

[FR Doc. 2011-12843 Filed 5-24-11; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Reports, Forms, and Recordkeeping Requirements

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted regarding the Petitions for Exemption from the Theft Prevention Standard below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on February 4, 2011 (76 FR 6514). The agency received no comments.

**DATES:** Comments must be submitted on or before June 24, 2011.

**ADDRESSES:** 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 NHTSA Desk Officer.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Departments' estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is most effective if OMB receives it within 30 days of publication.

#### FOR FURTHER INFORMATION CONTACT:

Carlita Ballard at the National Highway Traffic Safety Administration, Office of International Policy, Fuel Economy and Consumer Programs (NVS-131), 1200 New Jersey Ave., SE., West Building, Room W43-439, NVS-131, Washington, DC 20590. Ms. Ballard's telephone number is (202) 366-0846. Please identify the relevant collection of information by referring to its OMB Control Number.

#### SUPPLEMENTARY INFORMATION:

### National Highway Traffic Safety Administration

*Title:* Petitions for Exemption from the Vehicle Theft Prevention Standard (49 CFR Part 543).

*OMB Control Number:* 2127-0542.

*Type of Request:* Request for public comment on a previously approved collection of information.

*Abstract:* Manufacturers of passenger vehicle lines may petition the agency for an exemption from Part 541 requirements, if the line is equipped with an anti-theft device as standard equipment and meets agency criteria. Device must be as effective as parts-marking. 49 U.S.C. Chapter 331 requires the Secretary of Transportation to promulgate a theft prevention standard to provide for the identification of certain motor vehicles and their major replacement parts to impede motor vehicle theft. 49 U.S.C. 33106 provides for an exemption to this identification process by petitions from manufacturers who equip covered vehicles with standard original equipment antitheft devices, which the Secretary determines are likely to be as effective in reducing or deterring theft as parts-marking. NHTSA may exempt a vehicle line from the parts marking requirement, if the manufacturer installs an antitheft device as standard equipment on the entire vehicle line for which it seeks an exemption and NHTSA determines that the antitheft device is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements. In accordance with 49 U.S.C. 33106, after model year (MY) 2000, the number of new exemptions is contingent on a finding by the Attorney General as part of its long-range review of effectiveness. After consulting with DOJ, the agency decided it could continue granting one exemption per model year pending the results of the long-term review.

In a final rule published on April 6, 2004, the Federal Motor Vehicle Theft Prevention Standard was extended to include all passenger cars and multipurpose passenger vehicles with a gross vehicle rating of 6,000 pounds or less, and to light duty trucks with major parts that are interchangeable with a majority of the covered major parts of multipurpose passenger vehicles. Consistent with this DOJ consultation, the April 6, 2004 final rule amended the general requirements of Section 543.5 of Chapter 49 of the Code of Federal Regulations, allowing a manufacturer to petition NHTSA to grant an exemption for one additional line of its passenger motor vehicles from the requirements of the theft prevention standard for each