

Commission, 4423 North Front Street, Harrisburg, Pa. 17110-1788, or submitted electronically through <http://www.srb.net/pubinfo/publicparticipation.htm>. Comments mailed or electronically submitted must be received by the Commission on or before February 9, 2015, to be considered.

**Authority:** Pub. L. 91-575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: December 23, 2014.

**Stephanie L. Richardson,**  
*Secretary to the Commission.*

[FR Doc. 2014-30743 Filed 12-31-14; 8:45 am]

**BILLING CODE 7040-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Air Traffic Procedures Advisory Committee

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**SUMMARY:** The FAA is issuing this notice to advise the public that a meeting of the Federal Aviation Administration Air Traffic Procedures Advisory Committee (ATPAC) will be held to review present air traffic control procedures and practices for standardization, revision, clarification, and upgrading of terminology and procedures.

**DATES:** The meeting will be held Monday, February 9 from 12:00 p.m. to 5:00 p.m. and Tuesday, February 10, 2015 from 8:30 a.m. to 5:00 p.m.

**ADDRESSES:** The meeting will be held at CGH Technologies, Inc., 600 Maryland Ave. SW., Suite 800W, Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Heather Hemdal, ATPAC Executive Director, 600 Independence Avenue SW., Washington, DC 20597.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App.2), notice is hereby given of a meeting of the ATPAC to be held Monday, February 9 from 12:00 p.m. to 5:00 p.m. and Tuesday, February 10, 2015 from 8:30 a.m. to 5:00 p.m.

The agenda for this meeting will cover a continuation of the ATPAC's review of present air traffic control procedures and practices for standardization, revision, clarification, and upgrading of terminology and procedures. It will also include:

1. Call for Safety Items
2. Approval of minutes of the previous meeting
3. Introduction of New Areas of Concern or Miscellaneous items

4. Items of Interest
5. Status updates to existing Areas of Concern
6. Discussion and agreement of location and dates for subsequent meetings.

Attendance is open to the interested public but limited to space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting. Persons desiring to attend and persons desiring to present oral statement should notify Ms. Heather Hemdal no later than February 2, 2015. Any member of the public may present a written statement to the ATPAC at any time at the address given above.

Issued in Washington, DC, on December 22, 2014.

**Heather Hemdal,**

*Executive Director, Air Traffic Procedures Advisory Committee.*

[FR Doc. 2014-30358 Filed 12-31-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

**[U.S. DOT Docket Number NHTSA-2011-0126]**

#### Reports, Forms, and Record Keeping Requirements

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

**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 reinstatement of previously approved collections.

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

**DATES:** Comments must be received on or before March 3, 2015.

**ADDRESSES:** You may submit comments, identified by the docket number in the heading of this document, by any of the following methods:

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the instructions for submitting comments on the electronic docket site by clicking on "Help" or "FAQ."

- Hand Delivery: 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, 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 comments, you should mention the docket number of this document.

You may call the Docket Management Facility 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:** 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://www.dot.gov/privacy.html>.

**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:** Kil-Jae Hong, NHTSA, 1200 New Jersey Avenue SE., W52-232, NPO-520, Washington, DC 20590. Ms. Hong's telephone number is (202) 493-0524 and email address is [kil-jae.hong@dot.gov](mailto:kil-jae.hong@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 first 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 regulation (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 for public comments on the following proposed collection of information for which the agency is seeking approval from OMB:

*Title:* 49 CFR 575—Consumer Information Regulations (sections 103 and 105) Quantitative Research.

*OMB Control Number:* Not Assigned.

*Form Number:* None.

*Affected Public:* Passenger vehicle consumers.

*Requested Expiration Date of Approval:* Three years from approval date.

*Abstract:* The Energy Independence and Security Act of 2007 (EISA), enacted in December 2007, included a requirement that the National Highway Traffic Safety Administration (NHTSA) develop a consumer information and education campaign to improve consumer understanding of automobile performance with regard to fuel economy, greenhouse gas (GHG) emissions; of automobile use of alternative fuels; and of thermal management technologies used on automobiles to save fuel. In order to effectively achieve the objectives of the consumer education program and fulfill its statutory obligations, NHTSA proposed a multi-phased research project to gather the data and apply analyses and results from the project to develop the consumer information program and education campaign. NHTSA has conducted qualitative and quantitative rounds of research with consumers to assess current levels of knowledge surrounding these issues, explore current available fuel economy-related content for clarity and understanding, evaluate potential consumer-facing messages and their potential to encourage consumers to seek more fuel economy-related information from NHTSA, and explore communications channels in which these messages should be present. The research allowed NHTSA to refine the fuel economy-related content and

consumer-facing messaging that will be used throughout the consumer education campaign by identifying what relevant issues consumers care more about, within the context of the statutory requirements that NHTSA must inform consumers regarding, and what information they still need to make more informed purchases and driver behavior decisions. These communications materials were then tested in a qualitative round of focus groups to gauge which materials resonated with consumers when it came to messaging on issues including fuel economy versus fuel efficiency, alternative fuels, and greenhouse gases and other emissions.

*Estimated Annual Burden:* 666.67 hours.

*Number of Respondents:* 2,000.

NHTSA proposed to conduct two research phases to support creation of communications materials for a consumer education program. For the first phase, NHTSA conducted one type of qualitative research consisting of two (2) focus groups in each of three (3) cities. The results of that research phase were used to inform the quantitative phase of research which this notice addresses. This quantitative research will consist of an online survey that will require approximately 20 minutes for each respondent to complete, and will require 2,000 participants. NHTSA plans to administer this study one (1) time.

The estimated annual burden hours for the second phase of research is 667.67 hours (.333 hours × 2,000 participants). Based on the Bureau of Labor and Statistics' median hourly wage (all occupations) in the May 2010 National Occupational Employment and Wage Estimates, NHTSA estimates that it will take an average of \$16.87 per hour for professional and clerical staff to gather data, develop and distribute material. Therefore, the agency estimates that the cost associated with the burden hours is \$11,246.67 (\$16.87 per hour × 666.67 burden hours).

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 Department's 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.

*Public Participation:* Your comments must be written and in English. To ensure that your comments are correctly filed in the docket, please include the Docket Number NHTSA–2011–0126 in your comments. Your comments must not be more than 15 pages long.<sup>1</sup> NHTSA established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments. If you are submitting comments electronically as a PDF (Adobe) file, we ask that the documents submitted be scanned using the Optical Character Recognition (OCR) process, thus allowing the agency to search and copy certain portions of your submissions.<sup>2</sup> Please note that pursuant to the Data Quality Act, in order for the substantive data to be relied upon and used by NHTSA, it must meet the information quality standards set forth in the OMB and Department of Transportation (DOT) Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at [http://www.whitehouse.gov/omb/fedreg\\_reproducible](http://www.whitehouse.gov/omb/fedreg_reproducible) (last accessed June 2, 2010), and DOT's guidelines may be accessed at <http://regs.dot.gov> (last accessed June 22, 2010).

#### How do I submit confidential business information?

If you wish to submit any information under a claim of confidentiality, you should submit three copies of your complete submission, including the information you claim to be confidential business information, to the Chief Counsel, NHTSA, at the address given above under **FOR FURTHER INFORMATION CONTACT**. When you send a comment containing confidential business information, you should include a cover letter setting forth the information specified in our confidential business information regulation.<sup>3</sup>

#### Will NHTSA consider late comments?

NHTSA will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent practicable, we will also consider comments received after that date. If interested persons believe that any new information the agency places in the

<sup>1</sup> 49 CFR 553.21.

<sup>2</sup> Optical character recognition (OCR) is the process of converting an image of text, such as a scanned paper document or electronic fax file, into computer-editable text.

<sup>3</sup> 49 CFR part 512.

docket affects their comments, they may submit comments after the closing date concerning how the agency should consider that information. If a comment is received too late for us to practicably consider it in developing a final rule, we will consider that comment as an informal suggestion for future rulemaking action.

#### How can I read the comments submitted by other people?

You may read the materials placed in the docket for this document (*e.g.*, the comments submitted in response to this document by other interested persons) at any time by going to <http://www.regulations.gov>. Follow the online instructions for accessing the dockets.

You may also read the materials at the NHTSA Docket Management Facility by going to the street addresses given above under **ADDRESSES**.

#### John Donaldson,

*Acting Senior Associate Administrator, Policy and Operations.*

[FR Doc. 2014-30728 Filed 12-31-14; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2014-0068]

#### Toyota Motor North America, Inc.; Grant of Petition for Temporary Exemption from an Electrical Safety Requirement of FMVSS No. 305

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

**ACTION:** Notice of grant of a petition for a temporary exemption from a provision of Federal Motor Vehicle Safety Standard (FMVSS) No. 305, *Electric-powered vehicles: electrolyte spillage and electrical shock protection*.

**SUMMARY:** In accordance with the procedures in 49 CFR part 555, Toyota Motor North America, Inc. (Toyota) petitioned the agency for a temporary exemption from one portion of FMVSS No. 305 that requires manufacturers to maintain a certain level of electrical isolation (or reduce the voltage below specified levels) of high voltage electrical components in an electric vehicle (EV) in the event of a crash. Toyota states that their forthcoming fuel cell vehicle (FCV) models cannot meet this requirement due to certain design characteristics innate to FCVs. Toyota is instead using alternative strategies to help ensure that occupants and first responders are protected in the event of

a crash. After reviewing Toyota's petition and the comments received, the agency has decided to grant the petition. The agency has determined that Toyota's petition for exemption would facilitate the development or field evaluation of a low-emission motor vehicle and would not unreasonably reduce the safety level of that vehicle.

**DATES:** This exemption is effective from June 1, 2015 to May 31, 2017.

#### FOR FURTHER INFORMATION CONTACT:

Jesse Chang, Office of the Chief Counsel, NCC-112, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone: (202) 366-2992; Fax: (202) 366-3820.

#### SUPPLEMENTARY INFORMATION:

##### Table of Contents

- I. Summary of NHTSA's Decision To Grant Toyota's Petition
- II. Statutory Authority for Temporary Exemptions
- III. The Electrical Safety Requirement in FMVSS No. 305 and Its Purpose
- IV. Overview of Petition
- V. Notice of Receipt
- VI. Agency Analysis and Decision
  - a. Makes Easier the Development or Field Evaluation of a Low-Emission Vehicle
  - b. Does Not Unreasonably Lower the Safety of the Vehicle
  - c. Consistent With the Public Interest
- VII. Plan to Comply With the Standard at the End of the Exemption Period and Response to Honda's Comment
- VIII. Conclusion

#### I. Summary of NHTSA's Decision To Grant Toyota's Petition

The subject of Toyota's petition is a portion of the electrical safety requirements in paragraph S5.3 of FMVSS No. 305 that are intended to reduce the risk of high voltage electrical shock to the vehicle's occupants and the first responders in the event of a crash. Toyota stated in its petition that certain design aspects innate to Fuel Cell Vehicles (FCVs) preclude the vehicle from meeting those electrical safety requirements in paragraph S5.3 of FMVSS No. 305 under certain conditions. However, Toyota stated that it will implement various alternative strategies to ensure that the vehicle occupants and first responders are protected from an undue risk of high voltage electrical shock after a crash.

Because they assert that they cannot meet the requirements of FMVSS No. 305 due to design characteristics innate to FCVs, they also state that they cannot comply with the standard at the conclusion of the exemption period. However, they have instead submitted a petition for rulemaking to suggest changes to FMVSS No. 305 to help

accommodate FCVs while still ensuring a high level of protection for vehicle occupants and first responders from dangerous electrical shock in the event of a crash.

As further discussed below, we are granting Toyota's petition because the exemption would facilitate the development or field evaluation of a low-emission vehicle and would not unreasonably reduce the safety level of that vehicle. While Toyota petitioned for this exemption under two alternative bases, we have decided to grant Toyota's petition on the basis that it would facilitate the development of a low-emission vehicle. Therefore, this document will not address the merits of Toyota's alternative basis for the petition (prevent the sale of a vehicle whose overall safety is at least equivalent to compliant vehicles).

#### II. Statutory Authority for Temporary Exemptions

The National Traffic and Motor Vehicle Safety Act ("Motor Vehicle Safety Act"), codified at 49 U.S.C. Chapter 301, provides the Secretary of Transportation authority to exempt, on a temporary basis and under specified circumstances, motor vehicles from a motor vehicle safety standard or bumper standard. This authority is set forth at 49 U.S.C. 30113. The Secretary has delegated the authority for implementing this section to NHTSA.

The Act authorizes the Secretary to grant a temporary exemption to a vehicle manufacturer if it is consistent with the public interest and it meets certain conditions. The relevant condition for Toyota's petition requires the Secretary to find that "the exemption would make the development or field evaluation of a low-emission motor vehicle easier and would not unreasonably lower the safety level of that vehicle."<sup>1</sup>

NHTSA established 49 CFR part 555, *Temporary Exemption from Motor Vehicle Safety and Bumper Standards*, to implement the statutory provisions concerning temporary exemptions. The requirements specified in 49 CFR 555.5 state that the petitioner must set forth the basis of the application by providing the required information under Part 555.6, and the reasons why the exemption would be in the public interest and consistent with the objectives of 49 U.S.C. Chapter 301.

A petition under the basis that the exemption would make easier the development or field evaluation of a low-emission motor vehicle must include the information specified in 49

<sup>1</sup> See 49 U.S.C. 30113.