

Preemption

During the period the exemption is in effect, no State may enforce any law or regulation that conflicts with or is inconsistent with this exemption with respect to a person or entity operating under the exemption [49 U.S.C. 31315(d)].

Issued on: June 6, 2014.

Anne S. Ferro,
Administrator.

[FR Doc. 2014-13628 Filed 6-9-14; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****Information Collection Activities: Submission for the Office of Management and Budget (OMB) Review; Request for Comment**

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

ACTION: Notice of the OMB review of information collection and solicitation of public comment.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), this notice announces that the Information Collection Request (ICR) abstracted below will be submitted to the Office of Management and Budget (OMB) for review. The ICR describes the nature of the information collection and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting public comments on the following information collection was published on June 6, 2013 (**Federal Register**/Vol. 78, No. 109/pp. 34152-34154).

DATES: Submit comments to the Office of Management and Budget (OMB) on or before July 11, 2014.

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

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2127-0645.

Type of Request: Reinstatement with change.

Title: Motor Vehicle Occupant Safety Survey (MVOSS).

Form No.: NHTSA Form 1020A and NHTSA Form 1020B.

Type of Review: Regular.

Respondents: NHTSA proposes to conduct the Motor Vehicle Occupant Safety Survey (MVOSS) among national probability samples of adults age 16 and older. The survey is composed of two questionnaires, each of which will be administered to independently drawn samples of respondents. The survey will use Web as the primary response mode, with mail and telephone as alternative response modes. Prior to the survey, there will be usability tests of each of the three response modes to assess the interface between survey and respondent. The usability tests will be conducted with a convenience sample of adults. There also will be a pilot test of the survey. The pilot test will be conducted with a sample of randomly selected people age 16 and older. Full administration of the survey will be conducted with probability-based samples of people ages 16 and older drawn from an address-based sampling (ABS) frame.

Estimated Number of Respondents: There will be 60 respondents participating in the usability tests. The pilot test will have a total drawn sample of 3,000. The response rate it will achieve is unknown, but for purposes of burden estimation this project will assume a response rate upper limit of 50%. The estimated total number of respondents is therefore 1,500. For the full administration of the survey, there will be two versions of the questionnaire, one focusing on seat belts and the other focusing on child restraint use. Sufficient sample will be drawn to complete 6,000 interviews per questionnaire, for a total of 12,000 completed interviews.

Estimated Time per Response: Average duration per respondent for the usability tests will be two hours. Average duration per respondent for both the pilot test and the full administration of the survey will be 15 minutes.

Total Estimated Annual Burden Hours: The total estimated annual burden for the usability tests is 60 subjects $\times$ 2 hours = 120 hours. The total estimated annual burden for the pilot test is 3,000 sample $\times$ 50% response rate $\times$ 15 minutes = 375 hours. The total estimated annual burden for the full administration of the survey is 6,000 respondents $\times$ 2 questionnaires $\times$ 15 minutes = 3,000 hours. The total estimated annual burden for all three information collections combined is 3,495 hours.

Frequency of Collection: Respondents will participate a single time in the usability tests, pilot test, or survey. They will not participate in more than one of

these forms of information collection. The usability tests, pilot test, and survey will be conducted a single time.

Abstract: The Motor Vehicle Occupant Safety Survey (MVOSS) is conducted on a periodic basis by the National Highway Traffic Safety Administration to obtain a status report on attitudes, knowledge, and behavior related to motor vehicle occupant protection. It was last conducted in 2007. The survey is composed of two questionnaires, each administered to a randomly selected sample of approximately 6,000 persons age 16 and older. One questionnaire focuses on seat belt issues while the other focuses on child restraint use. Additional topics addressed by the survey include air bags, emergency medical services, wireless phone use in motor vehicles, and crash injury experience. The proposed survey is the seventh in the MVOSS series, which began in 1994. The proposed MVOSS will collect data on topics included in the preceding surveys in order to monitor change over time in the use of occupant protection devices and in attitudes and knowledge related to motor vehicle occupant safety. The survey will also include new questions that address emergent issues.

The proposed MVOSS will use a multi-mode approach that employs Web as the primary response mode, with the online technology serving to reduce length and minimize recording errors. Mail and telephone will serve as alternative response modes for respondents that choose not to participate on-line. The telephone interviewers will use computer-assisted telephone interviewing (CATI). A Spanish language translation of the questionnaires, and bilingual interviewers to conduct the telephone interviews, will be used to minimize language barriers to participation.

The multi-mode approach is a major change in methodology from previous administrations of the MVOSS, as will be the use of an address-based sampling (ABS) frame as opposed to the telephone sampling frames used during previous administrations of the MVOSS. Therefore, the full administration of the survey will be preceded by usability tests to assess the interface between survey and respondents, and a pilot test to assess the methods for each of the response modes used in the survey.

ADDRESSES: Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention: Desk

Officer for Department of Transportation, National Highway Traffic Safety Administration, or by email at aira_submission@omb.eop.gov, or fax: 202-395-5806.

Comments Are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department of Transportation, 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. A comment to OMB is most effective if OMB receives it within 30 days of publication of this notice.

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

Issued in Washington, DC, on June 5, 2014.

Jeff Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2014-13587 Filed 6-10-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2014-0068]

Toyota Motor North America, Inc.; Receipt 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 receipt 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) has petitioned the agency for a temporary exemption from one requirement of FMVSS No. 305. That portion of FMVSS No. 305 requires manufacturers to maintain a certain level of electrical isolation (or reduce the voltage below specified levels) of high voltage electrical components of an electric vehicle (EV) in the event of a crash in order to protect the vehicle's occupants and first responders. Toyota states that a forthcoming fuel cell vehicle (FCV)

model cannot meet this requirement due to certain design characteristics of their FCVs. Instead, Toyota states that it is using alternative strategies to help ensure that occupants and first responders are protected in the event of a crash. NHTSA has made no judgment on the merits of the application. This notice of receipt of an application for a temporary exemption is published in accordance with statutory and administrative provisions.

DATES: You should submit your comments not later than July 11, 2014.

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.

ADDRESSES: We invite you to submit comments on the application described above. You may submit comments identified by docket number in the heading of this notice by any of the following methods:

- **Fax:** 1-202-493-2251.
- **Mail:** U.S. Department of

Transportation, Docket Operations, M-30, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

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

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act discussion below. We will consider all comments received before the close of business on the comment closing date indicated above. To the extent possible, we will also consider comments filed after the closing date.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> at any time or to 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: (202) 366-9826.

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 19476) or you may visit <http://www.dot.gov/privacy.html>.

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 under **FOR FURTHER INFORMATION CONTACT**. In addition, you should submit two copies, from which you have deleted the claimed confidential business information, to Docket Management at the address given above. When you send a comment containing information claimed to be confidential business information, you should include a cover letter setting forth the information specified in our confidential business information regulation (49 CFR part 512).

SUPPLEMENTARY INFORMATION:

I. The Electrical Safety Requirement in FMVSS No. 305 and its Purpose

In 2000, the agency created Federal Motor Vehicle Safety Standard (FMVSS) No. 305 to help facilitate the safe introduction of EVs into the marketplace.¹ While FMVSS No. 305 addresses a number of safety concerns relevant to EVs (e.g., battery retention and electrolyte spillage), paragraph S5.3 of the standard, at issue here, requires EVs to maintain electrical isolation of various major electrical components (e.g., components related to the vehicle's propulsion) after specified crash tests. The purpose of the requirements in S5.3 is to reduce the risk of high voltage electrical shock to the vehicle's occupants and the first responders in the event of a crash.²

NHTSA published its most recent major update to the S5.3 requirements in 2010.³ In this update, NHTSA expanded the types of electrical components that would be covered by the requirement and the options available for complying with the requirement. Namely, the agency expanded the coverage of the standard to include other high voltage

¹ See 65 FR 57980 (September 27, 2000).

² See *id.*

³ See 75 FR 33515 (June 14, 2010). NHTSA also answered petitions for reconsideration on this final rule on July 29, 2011 dealing with clarifying the definitions and test procedures of the June 14, 2010 final rule. See 76 FR 45436.