

language in Chapter 12 noting that transit agencies must monitor their service in order to confirm internally, and in some cases to FTA during oversight activity, that service is being delivered consistent with ADA requirements. Recipients must similarly ensure compliance of their subrecipients. However, we also state clearly that FTA does not dictate the specifics of an agency's monitoring efforts and that approaches for monitoring will vary based on the characteristics of the service and local considerations. This is our main point when it comes to monitoring. We therefore shortened the section and removed portions we determined were overly broad since we did not receive feedback to tailor the discussion to local practices. We retained the table that cross-references monitoring discussions found in other chapters to assist the reader in locating the information.

Therese W. McMillan,
Acting Administrator.

[FR Doc. 2015-25188 Filed 10-2-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

**Pipeline and Hazardous Materials
Safety Administration**

[Docket No. PHMSA-2015-0179]

**Pipeline Safety: Information Collection
Activities**

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, PHMSA invites comments on certain information collections that will be expiring March 31, 2016. PHMSA will request an extension with no change for the information collections identified by the Office of Management and Budget (OMB) control numbers 2137-0610, 2137-0624, and 2137-0625. In addition, PHMSA will request a non-substantive change to the information collection identified under OMB control number 2137-0589 to revise the number of respondents PHMSA expects to comply with this information collection.

DATES: Interested persons are invited to submit comments on or before December 4, 2015.

ADDRESSES: Comments may be submitted in the following ways:

E-Gov Web site: <http://www.regulations.gov>. This site allows

the public to enter comments on any **Federal Register** notice issued by any agency.

Fax: 1-202-493-2251.

Mail: Docket Management Facility; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590-0001.

Hand Delivery: Room W12-140 on the ground level of DOT, West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

Instructions: Identify the docket number, PHMSA-2014-0005, at the beginning of your comments. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. You should know that 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.). Therefore, you may want to review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19476) or visit <http://www.regulations.gov> before submitting any such comments.

Docket: For access to the docket or to read background documents or comments, go to <http://www.regulations.gov> at any time or to Room W12-140 on the ground level of DOT, West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. If you wish to receive confirmation of receipt of your written comments, please include a self-addressed, stamped postcard with the following statement: "Comments on PHMSA-2014-0005." The Docket Clerk will date stamp the postcard prior to returning it to you via the U.S. mail. Please note that due to delays in the delivery of U.S. mail to Federal offices in Washington, DC, we recommend that persons consider an alternative method (internet, fax, or professional delivery service) of submitting comments to the docket and ensuring their timely receipt at DOT.

FOR FURTHER INFORMATION CONTACT:

Angela Dow by telephone at 202-366-1246, by fax at 202-366-4566, or by mail at DOT, PHMSA, 1200 New Jersey Avenue SE., PHP-30, Washington, DC 20590-0001.

SUPPLEMENTARY INFORMATION: Section 1320.8(d), Title 5, Code of Federal

Regulations, requires PHMSA to provide interested members of the public and affected agencies an opportunity to comment on information collection and recordkeeping requests. This notice identifies several information collection requests that PHMSA will submit to OMB for renewal. The following information is provided for each information collection: (1) Title of the information collection; (2) OMB control number; (3) Current expiration date; (4) Type of request; (5) Abstract of the information collection activity; (6) Description of affected public; (7) Estimate of total annual reporting and recordkeeping burden; and (8) Frequency of collection. PHMSA will request a three-year term of approval for each information collection activity. PHMSA requests comments on the following information collections:

1. *Title:* Pipeline Integrity Management in High Consequence areas Gas Transmission Pipeline Operators.

OMB Control Number: 2137-0610.

Current Expiration Date: 3/31/2016.

Type of Request: Extension without change of a currently approved collection.

Abstract: The Federal Pipeline Safety Regulations in 49 CFR part 192, subpart O require operators of gas pipelines to develop and implement integrity management programs. The purpose of these programs is to enhance safety by identifying and reducing pipeline integrity risks. The regulations also require that operators maintain records demonstrating compliance with these requirements.

Affected Public: Gas transmission operators.

Annual Reporting and Recordkeeping Burden:

Estimated number of responses: 733.

Estimated annual burden hours:

1,018,807.

Frequency of collection: On occasion.

2. *Title:* Control Room Management/ Human Factors.

OMB Control Number: 2137-0624.

Current Expiration Date: 3/31/2016.

Type of Request: Extension without change of a currently approved collection.

Abstract: The Federal Pipeline Safety Regulations in 49 CFR parts 192 and 195 require operators of hazardous liquid pipelines and gas pipelines to develop and implement a human factors management plan designed to reduce risk associated with human factors in each pipeline control room and to maintain records demonstrating compliance with these requirements.

Affected Public: Private sector; Operators of both natural gas and hazardous liquid pipeline systems.

*Annual Reporting and Recordkeeping Burden:**Estimated number of responses:* 2,702.*Estimated annual burden hours:* 127,328.*Frequency of Collection:* On occasion.*3. Title:* Pipeline Safety: Integrity Management Program for Gas Distribution Pipelines.*OMB Control Number:* 2137-0625.*Current Expiration Date:* 3/31/2016.*Type of Request:* Extension without change of a currently approved collection.

Abstract: The Federal Pipeline Safety Regulations require operators of gas distribution pipelines to develop and implement integrity management programs. The purpose of these programs is to enhance safety by identifying and reducing pipeline integrity risks. The regulations require that operators maintain records demonstrating compliance with these requirements.

Affected Public: Operators of gas distribution pipeline systems.*Annual Reporting and Recordkeeping Burden:**Estimated number of responses:* 9,343.*Estimated annual burden hours:* 865,178.*Frequency of collection:* On occasion.*4. Title:* Response Plans for Onshore Oil Pipelines.*OMB Control Number:* 2137-0589.*Current Expiration Date:* 3/31/2016.*Type of Request:* Revision of a currently approved information collection.

Abstract: The Oil Pipeline Response Plan regulations in 49 CFR part 194 require an operator of an onshore oil pipeline facility to prepare and submit an oil spill response plan to PHMSA for review and approval. This revision only updates the number of respondents to accurately reflect the current usage of this collection.

Affected Public: Operators of onshore oil pipeline facilities*Estimated number of responses:* 434.*Estimated annual burden hours:* 59,458.*Frequency of collection:* On occasion.*Comments are invited on:*

(a) The need for the renewal and revision of these collections of information for the proper performance of the functions of the agency, including whether the information will have practical utility;

(b) 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;

(c) Ways to enhance the quality, utility, and clarity of the information to be collected; and

(d) Ways 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.

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

Issued in Washington, DC, on September 30, 2015, under authority delegated in 49 CFR 1.97.

Linda Daugherty,*Deputy Associate Administrator for Field Operations.*

[FR Doc. 2015-25224 Filed 10-2-15; 8:45 am]

BILLING CODE 4910-60-P**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration****Petition for Exemption From the Federal Motor 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 MKC vehicle line in accordance with 49 CFR part 543, *Exemption from Vehicle 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* (Theft Prevention Standard). Ford also requested confidential treatment for specific information in its petition that the agency will address by separate letter.

DATES: The exemption granted by this notice is effective beginning with the 2017 model year (MY).

FOR FURTHER INFORMATION CONTACT: Ms. Deborah Mazyck, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, W43-443, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Mazyck's phone number is (202) 366-4139. Her fax number is (202) 493-2990.

SUPPLEMENTARY INFORMATION: In a petition dated June 25, 2015, Ford requested an exemption from the parts-

marking requirements of the Theft Prevention Standard for the Lincoln MKC vehicle line beginning with MY 2017. The petition requested 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 the entire vehicle line.

Under 49 CFR part 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Ford provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for its Lincoln MKC vehicle line. Ford stated that the Lincoln MKC will be installed with its Intelligent Access with Push Button Start (IAWPB) system as standard equipment on the entire vehicle line. The IAWPB system is a passive, electronic engine immobilizer device that uses encrypted transponder technology. Key components of the IAWPB device will include an Intelligent Access electronic Push-Button Start key fob, keyless ignition system, body control module (BCM), powertrain control module (PCM) and a passive immobilizer. Ford further stated that its Lincoln MKC vehicle line will be offered with a perimeter alarm system as standard equipment. The perimeter alarm system will activate a visible and audible alarm whenever unauthorized access is attempted.

Ford stated that the device's integration of the transponder into the normal operation of the ignition key assures activation of the system. Ford also stated that the MKC vehicle line's electronic key will be programmed into the vehicle during system initialization at the manufacturing plant. Ford further stated that the vehicle engine can only be started when the key is present in the vehicle and the "StartStop" button inside the vehicle is pressed. Ford stated that when the "StartStop" button is pressed, the transceiver module will read a key code and transmit an encrypted message to the control module to determine key validity and engine start by sending a separate encrypted message to the BCM and the PCM. The powertrain will function only if the key code matches the unique identification key code previously programmed into the BCM. If the codes do not match, the powertrain engine will be inoperable. Ford also expressed that any attempt to short the "StartStop" button will have no effect on a thief's ability to start the vehicle without the correct code being transmitted to the electronic control modules. Ford stated