

continue to grow in the future. The central section, via existing I-35, is characterized by substantially higher automobile and truck volumes than any other intercity corridor in the state. These volumes are projected to increase steadily through 2035, by which time traffic volumes are projected to result in freeway speeds as low as 15 miles per hour, contributing to very substantial delays. Air travel between the central section termini (i.e., Dallas/Fort Worth and San Antonio) is characterized by higher passenger volumes than any other intrastate connection. With the exception of the Dallas/Fort Worth-to-Houston connection, air travel demand between Dallas/Fort Worth and San Antonio is more than twice the demand of any other intrastate intercity connection. Enhanced passenger rail service in the central section would serve a clear need for additional transportation capacity and options. It would assist in meeting the strong demand for intercity travel in this highly populated corridor, thereby diverting some of the heavy automobile and truck volumes occurring at present and projected for the future.

The southern section between San Antonio and the cities of Laredo, Corpus Christi, and Brownsville does not have passenger rail services. Instead, Amtrak provides passenger service south of San Antonio by motor coach. The border areas of Brownsville and Laredo have heavy commercial truck traffic on the highways and freight traffic along existing freight railroad lines. The growing congestion in the border cities is affecting the economic viability of the region. Other intercity public transportation, including transportation to other destinations in the U.S. and Mexico, is provided by motor coaches operated by an assortment of Mexican and U.S. operators. A need exists to provide travel mode options to address future passenger travel demand in this area and reduce roadway congestion resulting from the passenger buses combined with commercial truck traffic. Rail service in this section would provide an efficient, safe, equitable, and affordable alternative to highway, bus, or air travel. In this section, cross-border travel demand to Mexican destinations such as Monterrey, a major business hub, results in strong potential passenger rail demand.

### III. Scoping and Public Involvement

FRA encourages broad participation in the Service Level EIS process during scoping and subsequent review of the resulting environmental documents. Comments and suggestions are invited from all interested agencies and the

public at large to ensure the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. In particular, FRA is interested in determining whether areas of environmental concern exist where the potential may exist for significant impacts identifiable at a corridor level. Appropriate Federal, State, and local agencies and appropriate railroads are being notified of the proposed Project and comments are being solicited. Public agencies with jurisdiction are requested to advise the FRA and TxDOT of the applicable permit and environmental review requirements of each agency and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed improvements.

An iterative public involvement/information program will support the process. The program will involve stakeholder workshops, newsletters, a Web site, public open houses, small group and community meetings, and other methods to solicit and incorporate public input throughout the Service Level EIS process. To ensure that the full range of issues relating to the proposed action is addressed, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to TxDOT or to the FRA at the addresses provided above. Additional information can be obtained by visiting the web site at [www.txokrail.org](http://www.txokrail.org), or sending an email using the link on the Web site.

Issued in Washington, DC, on March 7, 2013.

**Corey Hill,**

*Director, Passenger and Freight Programs.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-2011-0169]

### Reports, Forms, and Record Keeping Requirements

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

**ACTION:** Notice and request for comment on obtaining vehicle information for the general public; Correction.

**SUMMARY:** Before a Federal agency can collect certain information from the

public, it must receive approval from the Office of Management and Budget (OMB). 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 below is being forwarded to OMB for review and comments. A **Federal Register** notice (77 FR 11621) with a 60-day comment period soliciting comments on the proposed information collection for the agency's new consumer Vehicle-child restraint system (CRS) Fit program and consolidation of existing collection of vehicle safety information (OMB Control Number 2127-0629) was published on February 27, 2012. The February 2012 "Request for comments" notice described a new collection of information for which NHTSA intend to seek OMB approval concerning recommendations from vehicle manufacturers regarding child restraint systems (CRSs) that fit in their individual vehicles. Furthermore, NHTSA planned to combine the new information collection with an existing collection for obtaining vehicle information for consumer information purposes. The agency received comments from the public on the new and existing collection of information. However, since the agency has not published its final decision on the new consumer information program, it is not able at this time to address comments received from the public regarding the new provisions for the collection of information on vehicle-CRS matchups from vehicle manufacturers. Thus, this "Correction" notice now focuses on renewing the existing collection of vehicle safety information and only addresses comments received from that information collection. Comments pertaining to the new Vehicle-CRS Fit Program will be addressed at a later time in a new submission, when the agency publishes its final decision on the new program.

**DATES:** Comments must be received on or before April 12, 2013.

**FOR FURTHER INFORMATION CONTACT:** Complete copies of each request for collection of information may be obtained at no charge from Johanna Lowrie, U.S. Department of Transportation, NHTSA, Room W43-410, 1200 New Jersey Ave SE., Washington, DC 20590. Ms. Lowrie's telephone number is (202) 366-5269. Please identify the relevant collection of information by referring to its OMB Control Number.

**SUPPLEMENTARY INFORMATION:**

## National Highway Traffic Safety Administration

*Title:* Obtaining Vehicle Information for the General Public.

*OMB Control Number:* 2127-0629.

*Type of Request:* Information Collection Renewal.

*Affected Public:* Manufacturers that sell motor vehicles in the United States that have a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or less.

*Abstract:* NHTSA's mission is to save lives, prevent injury, and reduce motor vehicle crashes. Consumer information programs are an important tool for improving vehicle safety through market forces. For over 30 years, under its New Car Assessment Program, NHTSA has been providing consumers with vehicle safety information such as frontal and side crash results, rollover propensity, and the availability of a wide array of safety features provided on each vehicle model. In addition, the agency has been using this safety feature information when responding to consumer inquiries and analyzing rulemaking petitions that requested the agency to mandate certain safety features.

NHTSA has another information collection to obtain data related to motor vehicle compliance with the agency's Federal motor vehicle safety standards. Although the consumer information collection data is distinct and unique from the compliance data, respondents to both collections are the same. Thus, the consumer information collection is closely coordinated with the compliance collection to enable responders to assemble the data more efficiently. The burden is further made easier by sending out electronic files to the respondents in which the data is entered and electronically returned to the agency.

The consumer information collected will be used on the agency's [www.safercar.gov](http://www.safercar.gov) Web site, in the "Purchasing with Safety in Mind: What to look for when buying a new vehicle" and "Buying a Safer Car for Child Passengers" brochures, in other consumer publications, as well as for internal agency analyses and response to consumer inquiries.

*Estimated Total Annual Burden:* 800 hours.

**ADDRESSES:** Respondents may send comments, within 30 days, 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 NHTSA Desk Officer.

Comments are invited on whether the existing collection of information is still necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; the accuracy of the agency's estimate of the burden of the existing 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.

Comments to OMB are most effective if OMB receives them within 30 days of publication.

**Authority:** 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50

Issued on: March 7, 2013.

**Christopher J. Bonanti,**

*Associate Administrator for Rulemaking.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Petition for Exemption From the Vehicle Theft Prevention Standard; Jaguar Land Rover North America Llc

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

**ACTION:** Grant of petition for exemption.

**SUMMARY:** This document grants in full the Jaguar Land Rover North America LLC's, (Jaguar) petition for an exemption of the F-Type 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 Theft Prevention Standard (49 CFR Part 541).

**DATES:** The exemption granted by this notice is effective beginning with model year (MY) 2014.

**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 November 16, 2012,

Jaguar requested an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR Part 541) for the MY 2014 Jaguar F-Type 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 an exemption for one vehicle line per model year. In its petition, Jaguar provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the F-Type vehicle line. Jaguar stated that the F-Type vehicles will be equipped with a passive, transponder based, electronic engine immobilizer device as standard equipment beginning with the 2014 model year. Key components of its antitheft device will include a power train control module (PCM), instrument cluster, body control module (BCM), remote frequency receiver, Immobilizer Antenna Unit, Smart Key and door control units. Jaguar stated that its antitheft device will also include an audible and visual perimeter alarm system as standard equipment. Jaguar stated that the perimeter alarm can be armed with the Smart Key or programmed to be passively armed. The siren will sound and the vehicle's exterior lights will flash if unauthorized entry is attempted by opening the hood, doors or luggage compartment. Jaguar'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.

The immobilizer device is automatically armed when the Smart Key is removed from the vehicle. Jaguar stated that the Smart key is programmed and synchronized to the vehicle through the means of an identification key code and a randomly generated secret code that are unique to each vehicle.

Jaguar stated that there are three methods to its antitheft device operation. Method one consists of automatic detection of the Smart Key via a remote frequency challenge response sequence. Specifically, when the driver approaches the vehicle and pulls the driver's door handle following authentication of the correct Smart Key, the doors will unlock. When the ignition start button is pressed, a search to find and authenticate the Smart Key commences within the vehicle interior. If successful, this information is passed by a coded data transfer to the BCM via the Remote Function Actuator. The