

NHTSA requesting that the agency investigate the issues they previously identified in vehicle owner questionnaires (VOQ) 10701592 and 10747593 filed with the Agency. While the Petitioner's letter did not comply precisely with the requirements for petitions found in 49 CFR 552.4, the Agency is treating it as a petition in accordance with the regulation.

ODI understands these issues to include: Cab sway, cab alignment/bottoming out, and loss of vehicle control due to false triggering of the advanced vehicle safety systems. NHTSA has reviewed the material provided by the petitioners and other pertinent data that the agency gathered as well as test drove the petitioners' vehicle. The results of this review and NHTSA's analysis of the petition's merit is set forth in the DP15-006 Evaluation Report, appearing in the public docket referenced in the heading of this notice.

For the reasons presented in the Evaluation Report, it is unlikely that an order concerning notification and remedy of a safety-related defect would be issued as a result of granting Mr. Albert Cusson and Nancy Younger-Cusson's request. Therefore, in review of the need to allocate and prioritize NHTSA's investigative resources, an investigation on the issues raised by the petition does not appear to be warranted. Therefore, the petition is denied.

Authority: 49 U.S.C. 30162(d); delegations of authority at CFR 1.95 and 501.8.

Gregory K. Rea,
Associate Administrator for Enforcement.
[FR Doc. 2016-08497 Filed 4-20-16; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2016-0049]

Model Minimum Uniform Crash Criteria

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

ACTION: Notice and request for comments.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA), in coordination with the Governors Highway Safety Association (GHSAs), the Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA), are in the process of reviewing the Guidelines for the Model Minimum Uniform Crash

Criteria (MMUCC) Fourth Edition, dated December 2012, and request comments to determine if updates or improvements are appropriate. The MMUCC provides States with a dataset for describing crashes of motor vehicles in transport that generates the information necessary to improve highway safety within each State and nationally. Crash data users may comment on the utility of the current MMUCC guidelines and suggest changes for the next update to MMUCC. Based on the input received in response to this notice, NHTSA and GHSAs anticipate issuing draft changes to the Guidelines by fall 2017.

DATES: Comments must be received on or before June 20, 2016.

ADDRESSES: You may submit comments identified by DOT Docket ID number NHTSA-2016-0049 or by any of the following methods:

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

- **Mail:** Docket Management Facility, M-30 U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Ave. SE., Washington, DC 20590.

- **Hand Delivery or Courier:** Docket Management Facility, M-30 U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Ave. SE., Washington, DC 20590, between 9 a.m. and 5 p.m. Eastern time, Monday through Friday, except Federal holidays.

- **Fax:** 202-493-2251.
- **Governors Highway Safety Association Web site:** Go to www.ghsa.org. Follow the online instructions for submitting comments.

Regardless of how you submit your comments, you should identify the Docket number of this notice.

Note that all comments received in response to this notice at www.regulations.gov or www.ghsa.org will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please read the "Privacy Act" heading below.

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 Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://docketsInfo.dot.gov>.

Confidential 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, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. 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 under

ADDRESSES. 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) 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.

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

FOR FURTHER INFORMATION CONTACT: For programmatic issues: John Siegler, Office of Traffic Records and Analysis, NSA-221, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone (202) 366-1268.

SUPPLEMENTARY INFORMATION: The Model Minimum Uniform Crash Criteria (MMUCC) provides a dataset for describing crashes of motor vehicles in transport that generates the information necessary to improve highway safety within each State and nationally. Statewide motor vehicle traffic crash data systems provide the basic information necessary for effective highway and traffic safety efforts at any level of government—local, State, or Federal. State crash data are used to perform problem identification, establish goals and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures. Unfortunately, the use of State crash data is often hindered by the lack of uniformity between and within States.

MMUCC represents a voluntary and collaborative effort to generate uniform

crash data that are accurate, reliable, and credible for data-driven highway safety decisions within a State, between States, and at the national level. MMUCC was originally developed in response to requests by States interested in improving and standardizing their State crash data. Lack of uniform reporting made the sharing and comparison of State crash data difficult. Different elements and definitions resulted in incomplete data and misleading results. MMUCC recommends voluntary implementation of a “minimum set” of standardized data elements to promote comparability of data within the highway safety community. It serves as a foundation for State crash data systems. The next planned update of the MMUCC Guideline is scheduled for 2017.

Implementation of MMUCC is a collaborative effort involving NHTSA, the GHSA, FHWA, and FMCSA. Additional information about the MMUCC update can be found on the Governor’s Highway Safety Association Web site www.ghsa.org. Full text of the current version of the Guidelines (MMUCC Fourth Edition, 2012) can be viewed in the docket or on the National Highway Traffic Safety Administration’s Web site at <http://www-nrd.nhtsa.dot.gov/Pubs/811631.pdf>.

Terry T. Shelton,
Associate Administrator for the National Center for Statistics and Analysis.

[FR Doc. 2016-09231 Filed 4-20-16; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-2016-0038]

Reports, Forms, and Record Keeping Requirements

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

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 reinstatements of previously approved collections.

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

DATES: Comments must be received on or before June 20, 2016.

ADDRESSES: You may submit comments identified by DOT Docket ID Number NHTSA-2016-0038 using any of the following methods:

Electronic submissions: Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

Mail: Docket Management Facility, M-30, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

Hand Delivery: West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. Fax: 1-(202) 493-2251.

Instructions: Each submission must include the Agency name and the Docket number for this Notice. Note that all comments received will be posted without change to <http://www.regulations.gov> including any personal information provided.

FOR FURTHER INFORMATION CONTACT:

Amy Berning, Contracting Officer’s Representative-Task Order, DOT/NHTSA (NTI-131), 1200 New Jersey Avenue SE., W46-497, Washington, DC 20590. Ms. Berning’s phone number is (202) 366-5587 and her email address is amy.berning@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 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 regulations (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 comment on the following proposed collection of information:

Crash Risk Associated With Drug and Alcohol Use by Drivers in Fatal and Serious Injury Crashes

Type of Request—New information collection requirement.

OMB Clearance Number—None.

Form Numbers—NHTSA-1350,

NHTSA-1351, NHTSA-1352, NHTSA-1353, NHTSA-1354.

Requested Expiration Date of Approval—5 years from date of approval.

Summary of the Collection of Information—The National Highway Traffic Safety Administration (NHTSA) seeks to examine the relative crash risk associated with licit and illicit drug use by studying seriously or fatally injured drivers in crashes and matched non-crash-involved drivers. Participants will include seriously injured drivers who are treated in a trauma center or emergency department immediately after a crash. Participants will also include fatally injured drivers who die before or during treatment within the study catchment area. This study will employ a case-control design that matches two drivers not involved in a crash to every crash-involved driver. Control drivers will be selected at or near the location of the crash where a driver was seriously injured or killed. With the greatest accuracy possible, researchers will match control drivers based on crash day of the week, crash time of day, crash direction of travel, and as many other relevant factors as possible.

Data collection will include blood samples from both crash-involved and control drivers. Collection of samples from seriously injured drivers will be subject to State and Trauma Center policies regarding collection of fluid samples for research purposes. Samples from fatally injured drivers will be collected in accord with State, Trauma Center, and/or coroner/medical examiner policies. Researchers may temporarily and securely retain identifying information for seriously or fatally injured drivers to access needed medical or crash records to facilitate control driver matching on factors such as crash time, day, and location. Identifying information will be discarded once the needed data has