

floor mat entrapment or sticking accelerator pedal conditions addressed by multiple Toyota safety recalls in 2009 and 2010.²⁰ Most such incidents examined during the study involved allegations of sudden acceleration in vehicles initially moving at low speeds. The most common scenario for the incidents was acceleration when attempting to park. Thus, contrary to the petitioner's characterization, low-speed surges were the primary focus of the study by NHTSA and NASA in 2010.

The incidents analyzed by the petitioner fall within the scope of prior work conducted in the joint NHTSA–NASA study of Toyota ETCS-i and, more recently, the analysis conducted in evaluating Defect Petition DP14–003. His claims appear to be based on upon several misconceptions regarding the manner in which Toyota EDR sample and record data, as well as a misunderstanding of the scope of and results from prior work conducted by NHTSA, NASA and others related to sudden unintended acceleration and the use of EDR data in related field investigations. The petitioner has presented no new evidence or theories not already considered by NHTSA that warrant reconsideration of any of the analyses or conclusions from that prior work.

3.0 Conclusion

In our view, a defects investigation is unlikely to result in a finding that a defect related to motor vehicle safety exists, or a NHTSA order for the notification and remedy of a safety-related defect as alleged by the petitioner, at the conclusion of the requested investigation. Therefore, given a thorough analysis of the potential for finding a safety related defect in the vehicle, and in view of NHTSA's enforcement priorities, its previous investigations into this issue, and the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission and mitigate risk, the petition is denied. This action does not constitute a finding by NHTSA that a safety-related defect does not exist. The agency will take further action if warranted by future circumstances.

Authority: 49 U.S.C. 30162(d); delegations of authority at 49 CFR 1.50 and 501.8.

Frank S. Borris II,

Acting Associate Administrator for Enforcement.

[FR Doc. 2015–20949 Filed 8–24–15; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Notice of Meeting of the Advisory Council on Transportation Statistics (ACTS) of the Office of the Assistant Secretary for Research and Technology (OST–R)

AGENCY: Bureau of Transportation Statistics (BTS), U.S. Department of Transportation (DOT).

ACTION: Notice of meeting.

This notice announces, pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (FACA) (Pub. L. 72–363; 5 U.S.C. app. 2), a meeting of the Advisory Council on Transportation Statistics (ACTS). The meeting will be held on Thursday, September 10th, 2015 from 8:30 a.m. to 4:00 p.m. EST at the U.S. Department of Transportation, Room E37–302, 1200 New Jersey Ave. SE., Washington, DC. Section 52011 of the Moving Ahead for Progress in the 21st Century Act (MAP–21) directs the U.S. Department of Transportation to establish an Advisory Council on Transportation Statistics subject to the Federal Advisory Committee Act (5 U.S.C., App. 2) to advise the Bureau of Transportation Statistics (BTS) on the quality, reliability, consistency, objectivity, and relevance of transportation statistics and analyses collected, supported, or disseminated by the Bureau and the Department. The following is a summary of the draft meeting agenda: (1) USDOT Welcome and Introduction of Council Members; (2) Update on Current BTS Issues; (3) Discussion about Future Data Products; (4) Program Review; (5) Public Comments and Closing Remarks. Participation is open to the public.

Members of the public who wish to participate must notify Mr. D.Senay Gales at d.senay.gales@dot.gov, not later than August 31, 2015. Members of the public may present oral statements at the meeting with the approval of Patricia Hu, Director of the Bureau of Transportation Statistics. Non-committee members wishing to present oral statements or obtain information should contact Mr. D.Senay Gales via email no later than August 31, 2015. Questions about the agenda or written comments may be emailed to D.Senay.Gales@dot.gov or submitted by U.S. Mail to: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, Attn: Mr. D.Senay Gales, 1200 New Jersey Avenue SE., Room #E34–429, Washington, DC 20590, or faxed to (202) 366–3383. BTS requests that written comments be received by August 31,

2015. Access to the DOT Headquarters building is controlled therefore all persons who plan to attend the meeting must notify Mr. Gales at 202–366–1270 prior to August 31, 2015. Individuals attending the meeting must report to the main DOT entrance on New Jersey Avenue SE., for admission to the building. Attendance is open to the public, but limited space is available. Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Mr. D.Senay Gales at 202–366–1270 at least seven calendar days prior to the meeting.

Notice of this meeting is provided in accordance with the FACA and the General Services Administration regulations (41 CFR part 102–3) covering management of Federal advisory committees.

Issued in Washington, DC, on the 18th day of August 2015.

Rolf Schmitt,

Deputy Director, Bureau of Transportation Statistics.

[FR Doc. 2015–20969 Filed 8–24–15; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

August 19, 2015.

The Department of the Treasury will submit the following information collection request to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, Public Law 104–13, on or after the date of publication of this notice.

DATES: Comments should be received on or before September 24, 2015 to be assured of consideration.

ADDRESSES: Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestion for reducing the burden, to (1) Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for Treasury, New Executive Office Building, Room 10235, Washington, DC 20503, or email at OIRA_Submission@OMB.EOP.GOV and (2) Treasury PRA Clearance Officer, 1750 Pennsylvania Ave. NW., Suite 8140, Washington, DC 20220, or email at PRA@treasury.gov.

FOR FURTHER INFORMATION CONTACT: Copies of the submission(s) may be obtained by calling (202) 927–5331, email at PRA@treasury.gov, or the entire information collection request maybe found at www.reginfo.gov.

²⁰ The floor mat entrapment and sticking pedal defect conditions were both “stuck throttle” type defect conditions, which typically occur at higher speeds when larger accelerator pedal applications necessary to cause the entrapment are more likely.