

Prince George's County, MD. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject project and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to Section 139(l) of Title 23, United States Code (U.S.C.). A claim seeking judicial review of FTA actions announced herein for the listed public transportation project will be barred unless the claim is filed on or before August 28, 2014.

FOR FURTHER INFORMATION CONTACT: Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, (312) 353-2577 or Terence Plaskon, Environmental Protection Specialist, Office of Human and Natural Environment, (202) 366-0442. FTA is located at 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 9:00 a.m. to 5:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation project listed below. The actions on the project, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the project. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information on the project. Contact information for FTA's Regional Offices may be found at <http://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed project as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321-4375], Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303], Section 106 of the National Historic Preservation Act [16 U.S.C. 470f], and the Clean Air Act [42 U.S.C. 7401-7671q]. This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices published in the **Federal Register**. The project and actions that are the subject of this notice are:

Project name and location: Purple Line Project, Montgomery County and Prince George's County, MD. *Project sponsor:* Maryland Transit Administration (MTA). *Project description:* The proposed project is a

16.2-mile east-west light rail transit (LRT) line between the Bethesda Washington Metropolitan Area Transit Authority (WMATA) Metro Station in Montgomery County and the New Carrollton WMATA Metro Station in Prince George's County, Maryland. The LRT line will be at-grade except for one short tunnel section and three sections elevated on structures. It will operate mainly in dedicated or exclusive lanes. System elements also include 21 stations, two storage and maintenance facilities, 20 traction power substations, 14 signal bungalows, and other ancillary facilities. *Final agency actions:* Section 4(f) *de minimis* impact determination; a Section 106 Programmatic Agreement, dated March 14, 2014; project-level air quality conformity; and Record of Decision (ROD), dated March 19, 2014. *Supporting documentation:* Final Environmental Impact Statement, dated August 2013.

Issued on: March 25, 2014.

Lucy Garliauskas,

Associate Administrator Planning and Environment.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: 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 has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on December 3, 2013 (78 FR 72750).

DATES: Comments must be submitted on or before April 30, 2014.

FOR FURTHER INFORMATION CONTACT: Coleman Sachs, Office of Vehicle Safety Compliance (NVS-223), National Highway Traffic Safety Administration, West Building, 4th Floor, Room W43-481, 1200 New Jersey Avenue SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration.

Title: 49 CFR part 566 *Manufacturer Identification*.

OMB Number: 2127-0043.

Type of Request: Extension of a Currently Approved Collection.

Abstract: The National Highway Traffic Safety Administration (NHTSA) has requested OMB to extend that agency's approval of the information collection that is incident to NHTSA's administration of the regulations at 49 CFR part 566 *Manufacturer identification*. Those regulations require manufacturers of motor vehicle or motor vehicle equipment, other than tires, to which a Federal motor vehicle safety standard (FMVSS) applies, to submit to NHTSA, on a one-time basis, identifying information on themselves and a description of the products that they manufacture to those standards. The information that must be submitted includes: (a) The full individual, partnership, or corporate name of the manufacturer; (b) the residence address of the manufacturer and State of incorporation, if applicable; and (c) a description of each type of motor vehicle or of covered equipment manufactured by the manufacturer, including, for motor vehicles, the approximate ranges of gross vehicle weight ratings (GVWR) for each type. The information must be submitted no later than 30 days after the manufacturer begins to manufacture motor vehicles or motor vehicle equipment subject to the FMVSS. No specific form need be used for the submission of this information. A suggested form that can be used to submit the required information is included on pages 35 and 36 of a handbook entitled *Requirements for Manufacturers of Motor Vehicles and Motor Vehicle Equipment* that can be accessed on the agency's Web site at www.nhtsa.gov/cars/rules/maninfo. Manufacturers who have previously submitted identifying information must ensure that the information on file is accurate and complete by submitting revised information no later than 30 days after a change in the business that affects the validity of that information has occurred.

This information collection is necessary to ensure that manufacturers of motor vehicles and motor vehicle equipment subject to the Federal motor vehicle safety standards identify themselves and their products to NHTSA so that NHTSA may contact them in the event that one of their products is suspected or found to contain a defect related to motor vehicle safety or fails to comply with an

applicable FMVSS. Manufacturers of defective or noncompliant motor vehicles or replacement motor vehicle equipment are required under 49 U.S.C. 30118 to furnish notification of the defect or noncompliance to the Secretary of Transportation, and as well as to owners, purchasers, and dealers of the motor vehicle or replacement equipment, and to remedy the defect or noncompliance without charge to the owner.

Affected Public: New manufacturers of motor vehicles and motor vehicle equipment, other than tires, subject to the Federal motor vehicle safety standards.

Estimated Total Annual Burden: 133 hours; \$3,990.

ADDRESSES: Send comments, within 30 days, 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 proposed collection of information is necessary for the proper performance of the functions of the Department, 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.

Jeffrey Giuseppe,

Acting Director, Office of Vehicle Safety, Compliance.

[FR Doc. 2014–07081 Filed 3–28–14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2013–0038; Notice 2]

RECARO Child Safety, LLC, Denial of Petition for Decision of Inconsequential Noncompliance

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

ACTION: Denial of petition.

SUMMARY: This document denies RECARO Child Safety, LLC's

(RECARO)¹ petition for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that a noncompliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 213, *Child Restraint Systems*, is inconsequential to motor vehicle safety. NHTSA has decided that RECARO has not met its burden of persuasion that the FMVSS No. 213 noncompliance is inconsequential to motor vehicle safety. Accordingly, RECARO must notify owners, purchasers, and dealers pursuant to 49 U.S.C. 30118 and provide a remedy in accordance with 49 U.S.C. 30120.

ADDRESSES: To view the petition and all supporting documents, log onto the Federal Docket Management System (FDMS) Web site at: <http://www.regulations.gov/>. Then follow the online search instructions to locate docket number “NHTSA–2013–0038.”

Contact Information: For further information on this decision contact Mr. Zack Fraser, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366–5754, facsimile (202) 366–7002.

SUPPLEMENTARY INFORMATION: RECARO determined that certain RECARO brand ProSport child restraint systems produced between June 16, 2010 and January 31, 2013 do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 213, *Child Restraint Systems*. RECARO filed a report with NHTSA dated February 6, 2013, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*.

Pursuant to 49 U.S.C. 30118(d) and 30120(h) (see implementing rule at 49 CFR part 556), RECARO submitted a petition for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

NHTSA published a notice of receipt of the petition, with a 30-day public comment period, on June 3, 2013, in the *Federal Register* (78 FR 33150). NHTSA did not receive any comments in response to the petition.

Equipment Involved: Affected are approximately 39,181 RECARO brand ProSport child restraint systems produced between June 16, 2010, and January 31, 2013.

Rule Text: Paragraph S5.3.1(a)(1) of FMVSS No. 213 lays out head excursion requirements for child restraint systems. This paragraph states, in relevant part:

S5.1.3.1 *Child restraint systems other than rear-facing ones and car beds.*

Each child restraint system, other than a rear-facing child restraint system or a car bed, shall retain the test dummy's torso within the system.

(a) For each add-on child restraint system:

(1) No portion of the test dummy's head shall pass through a vertical transverse plane that is 720 mm or 813 mm (as specified in the table in this S5.1.3.1) forward of point Z on the standard seat assembly, measured along the center SORL (as illustrated in figure 1B of this standard) . . .

Paragraph S5.3.2 of FMVSS No. 213 identifies the various installation configurations (i.e. with a lap belt only, with a lap belt and upper torso restraint, etc.) that must be tested for each type of child restraint system. This paragraph states, in relevant part:

S5.3.2 Each add-on child restraint system shall be capable of meeting the requirements of this standard when installed solely by each of the means indicated in the following table for the particular type of child restraint system.

This is followed by Table S5.3.2 which lists the different child restraint systems (“Harness . . .,” “Other harnesses,” “Car beds,” “Rear-facing restraints,” “Belt-positioning seats,” and “All other child restraints”). For each type of child restraint system, the table identifies various means of installation (“Type 1 seat belt assembly,” “Type 1 seat belt assembly plus a tether anchorage, if needed,” “Child restraint anchorage system,” “Type II seat belt assembly,” and “Seat back mount”). The ProSport, which is a forward facing only child restraint system, falls under the category of “All other child restraints” in table S5.3.2 of FMVSS No. 213. According to Paragraph S5.3.2 of FMVSS No. 213, the ProSport must meet FMVSS No. 213's requirements when installed with a “Type 1 seat belt assembly” or a lap belt only, among other things. See 49 CFR § 571.209 S.3, Seat Belt Assemblies (A “[t]ype 1 seat belt assembly is a lap belt for pelvic restraint”).

The test procedure for restraint systems installed with a lap belt only is set forth in Paragraph S6.1.2(a)(1)(i)(D) of FMVSS No. 213, which states, in relevant part:

S6.1.2 *Dynamic Test Procedure.*

(a) Activate the built-in child restraint or attach the add-on child restraint to the seat assembly as described below:

1. *Test Configuration I.*

i. *Child restraints other than belt-positioning seats.* Attach the child restraint in any of the following manners specified in S6.1.2(a)(1)(i)(A) through (D), unless otherwise specified in this standard.

* * * * *

¹ RECARO Child Safety, LLC is a manufacturer of motor vehicle equipment and is registered under the laws of the state of Michigan.