

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Notice of Final Federal Agency Actions on Proposed I-15 Corridor Project in California**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of limitation on claims for judicial review of actions by the California Department of Transportation (Caltrans), pursuant to 23 U.S.C. 327 and U.S. Army Corps of Engineers (USACE).

**SUMMARY:** The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans, and USACE that are final. The actions relate to a proposed highway project, Interstate 15 in the cities of Eastvale, Jurupa Valley, Ontario, Rancho Cucamonga, and Fontana, in San Bernardino County, State of California. Those actions grant licenses, permits, and approvals for the project.

**DATES:** By this notice, the FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before August 19, 2019. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** For Caltrans: Shawn Oriaz, Senior Environmental Planner, California Department of Transportation (Caltrans), District 8, 464 West 4th Street, MS-827, San Bernardino, CA 92401-1400, 8 a.m. to 4 p.m., (909) 388-7034, [shawn.oriaz@dot.ca.gov](mailto:shawn.oriaz@dot.ca.gov).

**SUPPLEMENTARY INFORMATION:** Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that the Caltrans, have taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the following highway project in the State of California: Construct Express Lanes, including tolled facilities, in both directions of Interstate 15 from approximately 0.3 miles south of Cantu-Galleano Ranch Road in the cities of Eastvale and Jurupa Valley at Post Mile 49.8 in Riverside County to approximately 1.2 miles north of Duncan Canyon Road at Post Mile 12.2

in the City of Fontana in San Bernardino County. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Environmental Assessment with Finding of No Significant Impacts for the project EA/FONSI), approved on December 20, 2018. The EA/FONSI and other project records are available by contacting Caltrans at the addresses provided above. The Caltrans EA/FONSI can be viewed and downloaded from the project website: [www.gosbcta.com/i15corridor](http://www.gosbcta.com/i15corridor). This United State Army Corps of Engineers (USACE) decision and permit Clean Water Act Section 404 Nationwide Permit are available by contacting Caltrans at the address provided above, and can be viewed and downloaded from the project website: [www.gosbcta.com/i15corridor](http://www.gosbcta.com/i15corridor). This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to

1. Council on Environmental Quality regulations
2. National Environmental Policy Act of 1969, as amended
3. Department of Transportation Act of 1996
4. Federal Aid Highway Act of 1970 Section 109(h)
5. Clean Air Act Amendments of 1990
6. Department of Transportation Act of 1966; Section 4 (f)
7. Clean Water Act of 1977 and 1987
8. Endangered Species Act of 1973
9. Executive Order 13186, Migratory Birds
10. National Historic Preservation Act of 1966, as amended (section 106)
11. Historic Sites Act of 1935
12. Executive Order 11990, Protection of Wetlands
13. Executive Order 13112, Invasive Species
14. Executive Order 11988, Floodplain Management
15. Executive Order 12898, Environmental Justice
16. Farmland Protection Policy Act of 1981
17. Fish and Wildlife Coordination Act of 1934, as amended
18. Migratory Bird Treaty Act of 1918, as amended
19. Noise Control Act of 1972
20. Title VI of the Civil Rights Act of 1964, as amended

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**Authority:** 23 U.S.C. 139(l)(1).

Issued on: March 18, 2019.

**Tashia J. Clemmons,**

*Director, Planning and Environmental, Federal Highway Administration, Sacramento, California.*

[FR Doc. 2019-05557 Filed 3-21-19; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration**

[Docket No. NHTSA-2019-0012]

**Notice and Request for Comments**

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

**ACTION:** Notice and request for comments.

**SUMMARY:** The DOT invites public comments about our intention to request the Office of Management and Budget (OMB) approval to reinstate an information collection. Before a Federal agency can collect certain information from the public, it must receive approval from 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 reinstatement of previously approved collections.

**DATES:** Written comments should be submitted by May 21, 2019.

**ADDRESSES:** You may submit comments identified by Docket No. NHTSA-2019-0012 through one of the following methods:

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

- *Fax:* 1-202-493-2251.

- *Mail or Hand Delivery:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Hisham Mohamed, NHTSA 1200 New Jersey Ave. SE, West Building, Room W43-437, NVS-131, Washington, DC 20590. Mr. Mohamed's telephone number is 202-366-0307. Please identify the relevant collection of information by referring to its OMB Control Number.

**SUPPLEMENTARY INFORMATION:**

*Title:* 49 CFR part 569 & 574, Compliance and Labeling of Motor Vehicle Tires and Rims.

*OMB Control Number:* 2127–0503.  
*Type of Request:* Reinstatement of a previously approved collection of information.

*Abstract:* The labeling of motor vehicle tires and rims with the information required by regulations and standards benefits motor vehicle manufacturers and consumers. Primarily, these labeling requirements help ensure tires are mounted on appropriate rims and the rims and tires are mounted on vehicles for which they were intended. If tires and rims were not labeled, mismatching of tire and rim sizes would likely occur, often resulting in poor tire performance. The absence of the vehicle label specifying vehicle loads, axle loads, and recommended tire inflation pressure would likely result in improper tire selection by a tire dealer or vehicle owner. Mismatching of rims and tires can greatly reduce the performance of tires, may cause tire and rim failure, and may result in vehicle handling and stability problems, which could result in loss of vehicle control.

Federal Motor Vehicle Safety Standard (FMVSS) Nos. 109, 117, 119, 129, and 139 establish a fixed format for the labeling requirements to be placed into or onto both sidewalls of tires manufactured for use on motor vehicles. Each new tire manufacturer, brand name owner, and retreader must label each tire manufactured by engraving tire and retreaded tire molds with the appropriate labeling information.

FMVSS Nos. 110 and 120 specify a fixed format for the placard labeling requirements to be placed on each motor vehicle. In addition, FMVSS Nos. 110 and 120 require additional information be labeled onto the finished rim used on vehicles covered by this standard.

*Affected Public:* New tire manufacturers, manufacturers of retreaded tires, and manufacturers of motor vehicles.

*Frequency:* Once.

*Number of Respondents:* 1,800.

The agency estimates the number of respondents to be 1,800. This

corresponds to approximately 20 new tire manufacturers and 780 manufacturers of retreaded tires, both domestically and internationally located, that must label motor vehicle tires they manufacture in accordance with FMVSS Nos. 109, 117, 119, 129, 139, and Regulations Part 569 and 574. Additionally, the agency estimates approximately 1,000 manufacturers of motor vehicles (trucks, buses, automobiles, motorcycles, and trailers), both domestically and internationally, that must provide placard labeling for the vehicles they manufacture. NHTSA estimates about 142,555,506 annual responses.

*Estimated Total Annual Burden Hours:* 274,491.

The estimated total annual burden of the collection of information for new tire manufacturers, retreaders, and rim manufacturers to label the motor vehicle tires and rims is 274,491 hours. This estimate is the sum of the total yearly burden from Tables 1 and 2 (190,463 hours + 84,028 hours = 274,491 hours).

TABLE 1—BURDEN HOURS ASSOCIATED WITH TIRES  
 [New and retreaded]

FMVSS or regulation	Molds per year	Rate of burden/mold (hours)	Annual burden (hours)
109/139 .....	7,906	5.0	39,530
117 .....	6,117	5.0	30,585
119/139 .....	4,313	5.0	21,565
129 .....	1	5.0	5
569 .....	150	5.0	750
574 .....	15,560	6.3	98,028
Total Yearly burden hours: .....	.....	.....	190,463

TABLE 2—BURDEN HOURS ASSOCIATED WITH RIMS

FMVSS	Number of vehicles	Rate of burden/vehicle (hours)	Total annual burden (hours)
110/120 .....	19,000,000	0.0044225	84,028

*Estimated Total Annual Burden Cost:* \$970,620.

The estimated total annual burden cost of the collection of information is \$970,620. This is the sum of the yearly

costs in Tables 3 and 4 (\$267,620 + \$703,000 = \$970,620).

TABLE 3—ANNUAL COSTS FOR RECORD KEEPERS ASSOCIATED WITH TIRES  
 [New and retreaded]

FMVSS or regulation	Manufacturers or retreaders	Number of molds	Cost per mold (\$)	Cost per FMVSS (\$)
109/139 .....	20	10,000	10	100,000
117 .....	50	500	10	5,000
119/139 .....	780	3,000	20	60,000
129 .....	1	1	120	120
569 .....	20	250	10	2,500
574 .....	780	10,000	10	100,000

TABLE 3—ANNUAL COSTS FOR RECORD KEEPERS ASSOCIATED WITH TIRES—Continued  
[New and retreaded]

FMVSS or regulation	Manufacturers or retreaders	Number of molds	Cost per mold (\$)	Cost per FMVSS (\$)
Total yearly cost: .....	.....	.....	.....	267,620

TABLE 4—ANNUAL COSTS FOR RECORD KEEPERS ASSOCIATED WITH RIMS  
[New and retreaded]

FMVSS	Number of vehicles	Number of rims	Cost per label	Cost per rim	Yearly cost
110/120 .....	19,000,000	95,000,000	\$0.0074	NA	\$703,000

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) whether the proposed collection of information is necessary for the Department’s performance; (b) the accuracy of the estimated burden; (c) ways for the Department to enhance the quality, utility, and clarity of the information collection; and (d) ways the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB’s clearance of this information collection.

**Authority:** The Paperwork Reduction Act of 1995, 44 U.S.C. chapter 35; and delegation of authority at 49 CFR 1.95 and 501.8.

**Raymond R. Posten,**  
*Associate Administrator for Rulemaking.*  
[FR Doc. 2019–05449 Filed 3–21–19; 8:45 am]  
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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; Toyota Motor North America, Inc.**

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

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

**SUMMARY:** This document grants in full Toyota Motor North America, Inc.’s, (Toyota) petition for an exemption of the model year 2020 C–HR vehicle line from the Federal Motor Vehicle Theft Prevention Standard (Theft Prevention Standard). The 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.

**DATES:** The exemption granted by this notice is effective beginning with the 2020 model year (MY).

**FOR FURTHER INFORMATION, CONTACT:** Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, West Building, W43–439, NRM–310, 1200 New Jersey Avenue SE, Washington, DC 20590. Ms. Ballard’s phone number is 202–366–5222. Her fax number is 202–493–2990.

**SUPPLEMENTARY INFORMATION:** In a petition dated September 25, 2018, Toyota requested an exemption from the parts-marking requirements of the Theft Prevention Standard for the C–HR vehicle line beginning with model year (MY) 2020. 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 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, Toyota provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the C–HR vehicle line. Toyota stated its MY 2020 C–HR vehicle line will be installed with an engine immobilizer device as standard equipment. Toyota also stated it will offer two entry/start systems on its C–HR vehicle line. Specifically, Toyota stated the C–HR vehicle line will be offered with a “smart entry and start” system or a “transponder key and start” system. Key components of the “smart entry and start” system on the C–HR vehicle line will include, a certification engine control unit (ECU), engine switch, steering lock ECU, security indicator, door control receiver, electrical key, ID code box, and an

engine control module (ECM). Key components of the “transponder key and start” system on the C–HR vehicle line will include, a transponder key ECU assembly, transponder key coil, security indicator, ignition key and an ECM. Toyota stated there will also be position switches installed on the vehicle to protect the hood and doors from unauthorized tampering/opening. Toyota further explained that locking the doors can be accomplished through use of a key, wireless switch, or its smart entry system, and unauthorized tampering with the hood or door without using one of these methods will cause the position switches to trigger its antitheft device to operate. Toyota will not incorporate an audible and visual alarm system on its vehicle line.

Toyota’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.

In addressing the specific content requirements of § 543.6, Toyota provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, Toyota conducted tests based on its own specified standards. Toyota provided a detailed list of the tests conducted (*i.e.*, high and low temperature operation, strength, impact, vibration, electro-magnetic interference, etc.). Toyota stated it believes its device is reliable and durable because it complied with its own specific design standards, and the antitheft device is installed on other vehicle lines for which the agency has granted a parts-marking exemption. As an additional measure of reliability and durability, Toyota stated its vehicle key cylinders are covered with casting cases to prevent the key cylinder from easily being broken. Toyota further explained there are approximately 10,000 combinations for inner cut keys, which