Grupo México and GMéxico Transportes represent that: (1) The carriers that are the subject of this notice do not connect with each other; (2) the control transaction is not a part of a series of anticipated transactions that would result in such a connection; and (3) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Because the transaction involves one Class II rail carrier and two Class III rail carriers, the transaction is subject to the labor protection requirements of 49 U.S.C. 11326(b) and Wisconsin Central Ltd.—Acquisition Exemption—Lines of Union Pacific Railroad, 2 S.T.B. 218 (1997).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed by May 19, 2017 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36109, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Charles A. Spitalnik, Kaplan Kirsch & Rockwell, 1001 Connecticut Avenue, NW., Suite 800, Washington, DC 20036.

Board decisions and notices are available on our Web site at “WWW.STB.DOT.GOV.”

Decided: May 9, 2017.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Marlene Simeon,
Clearance Clerk.

The Tier 1 EIS will ensure, to the fullest extent possible, all environmental investigations, reviews, and consultations are coordinated as a single process, and compliance with all applicable environmental requirements and consultations are coordinated as a single process, and compliance with all applicable environmental requirements be reflected in the environmental document. The Sonoran Corridor is a critical transportation facility that could help diversify, support, and connect the economy of Southern Arizona, and the entire State of Arizona. The intent of the Sonoran Corridor is to help alleviate traffic and improve the movement of people, goods, and services by reducing travel distances, and eliminate the need for vehicles to travel through the existing I–10 and I–19 traffic interchange near downtown Tucson. On December 4, 2015, the President signed into law the FAST Act, which is a 5-year legislation that provides long term funding certainty for planning efforts and investments that will help improve the Nation’s surface transportation infrastructure. The FAST Act formally designates the Sonoran Corridor as a high-priority corridor, thus reinforcing the need to conduct a study for a future transportation facility between I–10 and I–19 south of Tucson International Airport.

The FHWA and ADOT will undertake a scoping process for the Sonoran Corridor that will allow the public and interested agencies to comment on the scope of the environmental review process. The FHWA and ADOT will invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the Tier 1, including the purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The formal scoping period is anticipated to extend from May 12, 2017 to July 15, 2017. Two public scoping meetings and one agency scoping meeting for Federal, State, regional and local resource and regulatory agencies will be held during the formal scoping period. In addition, cooperating and participating agency invitation letters will be sent to agencies that have jurisdictional or may have an interest in the Sonoran Corridor.

The buildings used for the meetings are accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the Sonoran Corridor Tier 1 EIS Study Team at telephone 855–712–8530 or via email at SonoranCorridor@azdot.gov at least 48 hours before the meeting.

Written comments on the scope of the Tier 1 EIS should be mailed to: Sonoran Corridor Tier 1 EIS Study Team, c/o ADOT Communications, 1655 West

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Tier 1 Environmental Impact Statement (EIS) for the Sonoran Corridor Between Interstate 10 (I–10) and Interstate 19 (I–19) South of Tucson International Airport in Pima County, Arizona

AGENCY: Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), DOT.

ACTION: Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

SUMMARY: The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Sonoran Corridor between I–19 and I–10 south of the Tucson International Airport in Pima County, Arizona. The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a transportation facility in the designated Sonoran Corridor across a reasonable range of corridor alternatives, including a “No Build” alternative. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and provisions of Fixing America’s Surface Transportation Act (FAST Act).

FOR FURTHER INFORMATION CONTACT: For FHWA, contact Mr. Ammon Heier, Area Engineer, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012, telephone at 602–382–8983, or via email at Ammon.Heier@dot.gov. Regular office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays. For ADOT, contact Mr. Carlos Lopez, Sonoran Corridor Project Manager, Arizona Department of Transportation, 205 South 17th Avenue, Mail Drop 606E, Phoenix, AZ 85007, telephone at 602–712–4786, or via email at CLopez@azdot.gov. Regular office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays. Project information can be obtained from the project Web site at: https://www.azdot.gov/SonoranCorridor.

SUPPLEMENTAL INFORMATION: The purpose of this notice is to: (1) Alert interested parties to FHWA’s plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted. The FHWA intends to issue a single final Tier 1 EIS and Record of Decision (ROD) document pursuant to the FAST Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.
JLR, Receipt of Petition for Decision of Inconsequential Noncompliance

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

ACTION: Receipt of petition.

SUMMARY: Jaguar Land Rover North America, LLC (JLR) on behalf of Jaguar Land Rover Limited, has determined that certain model year (MY) 2016–2017 Land Rover Range Rover and Range Rover Sport motor vehicles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 208, Occupant Crash Protection, and FMVSS No. 209, Seat Belt Assemblies. JLR filed a noncompliance report dated December 2, 2016. JLR also petitioned NHTSA on December 23, 2016, pursuant to 49 CFR part 573, Defect and Noncompliance Responsibility and Reports. JLR also petitioned NHTSA on December 23, 2016, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety.

This notice of receipt of JLR’s petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.


III. Noncompliance: JLR explains that the noncompliance involves the Emergency Locking Retractor (ELR) in the safety belt assembly of the vehicle’s front seat. These ELR’s are equipped with a vehicle-sensitive locking mechanism and a webbing-sensitive locking mechanism. The noncompliance specifically involves the vehicle-sensitive locking mechanism, which does not lock as designed when subjected to the requirements of paragraph 49 CFR 208.30120.

When the petition is granted or denied, notice of the decision will also be published in the Federal Register pursuant to the authority indicated at the end of this notice.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the Internet at https://www.regulations.gov by following the online instructions for accessing the docket. The docket ID number for this petition is shown in the heading of this notice.

DOT’s complete Privacy Act Statement is available for review in a Federal Register notice published on April 11, 2000, (65 FR 19477–78).

SUPPLEMENTARY INFORMATION:

I. Overview: Jaguar Land Rover North America, LLC (JLR), has determined that certain model year (MY) 2016–2017 Land Rover Range Rover and Range Rover Sport motor vehicles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 208, Occupant Crash Protection, and FMVSS No. 209, Seat Belt Assemblies. JLR filed a noncompliance report dated December 2, 2016, pursuant to 49 CFR part 573, Defect and Noncompliance Responsibility and Reports. JLR also petitioned NHTSA on December 23, 2016, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety.

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