

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. Spitulnik, 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.

Marline Simeon,
Clearance Clerk.

[FR Doc. 2017–09657 Filed 5–11–17; 8:45 am]

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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 605E, 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>.

SUPPLEMENTARY 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.

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 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 jurisdiction 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

Jackson Street, Mail Drop 126F, Phoenix, AZ 85007; sent via email to Sonorancorridor@azdot.gov; or submitted on the study's Web site at <https://www.azdot.gov/SonoranCorridor>.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use dissemination, and disposition of information. Accordingly, unless a specific request for a complete hardcopy of the NEPA document is received before it is printed, the FHWA and ADOT will distribute only electronic versions of the NEPA document. A complete copy of the environmental document will be available for review at locations throughout the study area. An electronic copy of the complete environmental document will be available on the study's Web site at <https://www.azdot.gov/SonoranCorridor>.

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: May 4, 2017.

Karla S. Petty,

Arizona Division Administrator, Federal Highway Administration.

[FR Doc. 2017-09452 Filed 5-11-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2016-0138; Notice 1]

Jaguar Land Rover North America, LLC, 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, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety.

DATES: The closing date for comments on the petition is June 12, 2017.

ADDRESSES: Interested persons are invited to submit written data, views,

and arguments on this petition.

Comments must refer to the docket and notice number cited in the title of this notice and submitted by any of the following methods:

- **Mail:** Send comments by mail addressed to U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- **Hand Delivery:** Deliver comments by hand to U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except Federal Holidays.

- **Electronically:** Submit comments electronically by logging onto the Federal Docket Management System (FDMS) Web site at <https://www.regulations.gov/>. Follow the online instructions for submitting comments.

- Comments may also be faxed to (202) 493–2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that comments you have submitted by mail were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to <https://www.regulations.gov/>, including any personal information provided.

All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the fullest extent possible.

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 dockets. 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.

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.

II. Vehicles Involved: Approximately 16,502 MY 2016–2017 Land Rover Range Rover and MY 2016–2017 Land Rover Range Rover Sport motor vehicles, manufactured between May 3, 2016, and October 14, 2016, are potentially involved.

III. Noncompliance: JLR explains that the noncompliance involves the Emergency Locking Retractor (ELR) in the safety belt assembly of the vehicle's front left 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

IV. Rule Text: Paragraph S4.3 of FMVSS No. 209 states in pertinent part:

S4.3 *Requirements for hardware . . .*

(j) *Emergency-locking retractor . . .*

(2) *For seat belt assemblies manufactured on or after February 22, 2007 and for manufacturers opting for early compliance.* An emergency-locking retractor of a Type 1 or Type 2 seat belt assembly, when tested in accordance with the procedures specified in paragraph S5.2(j)(2) . . .

(ii) Shall lock before the webbing payout exceeds the maximum limit of 25 mm when the retractor is subjected to an acceleration of 0.7 g under the applicable test conditions of S5.2(j)(2)(iii)(A) or (B). The retractor is determined to be locked when the webbing belt load tension is at least 35 N.