

ADDRESSES: You can send written comments on the scope to Mr. Mark McLoughlin, Director of Environmental Services, Attention: San Francisco to San Jose Section EIR/EIS, California High-Speed Rail Authority, 770 L Street, Suite 1160, Sacramento, CA 95814, or via email with subject line "San Francisco to San Jose Section EIR/EIS" to: san.francisco_san.jose@hsr.ca.gov.

FOR FURTHER INFORMATION CONTACT: Ms. Stephanie Perez, Environmental Protection Specialist, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE. (Mail Stop 20), Washington, DC 20590; Telephone: (202) 493-0388, email: stephanie.perez@dot.gov, or Mr. Guy Preston, Regional Delivery Manager, California High Speed Rail Authority, 100 Paseo de San Antonio, San Jose, CA 95113, Telephone: (408) 277-1091 or san.francisco_san.jose@hsr.ca.gov.

SUPPLEMENTARY INFORMATION: The FRA and Authority are preparing an EIR/EIS for the San Francisco to San Jose Project Section to comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The Authority has decided to extend the comment period to July 20, 2016 to comply with CEQA. Following discussions with the Authority, FRA has decided to extend the NEPA scoping comment period for consistency with the Authority's extension and to give the public additional time to provide comments. FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. FRA invites Native American Tribes, interested agencies, and the public at large to participate in the scoping process to ensure the EIR/EIS addresses the full range of issues related to the proposed action and reasonable alternatives, and that all significant issues are identified. FRA requests that any public agency having jurisdiction over an aspect of the Project identify the applicable permit and environmental review requirements of the agency and the scope and content of the environmental information germane to the agency's jurisdiction over the Project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to participate as a cooperating agency for the San Francisco to San Jose Section EIR/EIS.

FRA and the California High Speed Rail Authority held public scoping meetings in May 2016. Additional information about the project can be found at <http://www.hsr.ca.gov/>

*Programs/Statewide_Rail
Modernization/Project_Sections/
sanfran_sanjose.html.*

Issued in Washington, DC on June 24, 2016.

Jamie Rennert,

Director, Office of Program Delivery.

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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 (NHTSA), U.S. Department of Transportation (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 collection and the expected burden. The **Federal Register** Notice with a 60-day comment period was published on December 9, 2015 (**Federal Register**/Vol. 80, No. 236/ pp. 16613-16615).

DATES: Comments must be submitted on or before July 29, 2016.

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.

FOR FURTHER INFORMATION CONTACT: Mary T. Byrd, 202-366-5595.

SUPPLEMENTARY INFORMATION:

Title: Evaluation of Community-Oriented Enforcement Demonstrations.
Type of Request: New information collection requirement.

Abstract: NHTSA was established by the Highway Safety Act of 1970 (23 U.S.C. 101). Its Congressional mandate is to reduce the number of deaths, injuries, and economic losses resulting from motor vehicle crashes on our nation's highways. To accomplish this mission, NHTSA conducts research on driver behavior and traffic safety to develop efficient and effective means of bringing about safety improvements. This information collection supports NHTSA's strategic goal of safety. Within the next hour, an average of one person

will die in an alcohol-impaired-driving crash and one person will die unbuckled in a crash. In 2014, 9,967 people died in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving death every 53 minutes. In the same year, 9,385 people died in passenger vehicle crashes while not wearing a seat belt, an average of one person dying unbuckled every 56 minutes. To help decrease alcohol-impaired-driving deaths and save more lives with seat belts, approval is requested to conduct a public information collection to help evaluate the effectiveness of two traffic safety programs called *Building Community Support for Impaired Driving Enforcement* and *Building Community Support for Seat Belt Enforcement*. The programs will use community-oriented enforcement programs to increase community involvement in and support for alcohol-impaired-driving and seat belt enforcement. The programs are designed to create stronger community norms surrounding the value of traffic enforcement and the importance of driving sober and being buckled. A key to determining if these programs reach their objective is to survey the public regarding exposure to the program and support for enforcement.

Affected Public: The potential respondent universe is comprised of licensed drivers aged 18 years and older visiting locations such as Department of Motor Vehicles (DMV) offices in the program and control (comparison) areas. The program and control areas for these programs have not been selected as of the time of this request. The program areas will be communities with a population between 75,000 and 200,000 people, a local government and law enforcement agency interested in participation, alcohol-impaired-driving crashes and fatalities above the national average (alcohol-impaired-driving program only), seat belt use below the national average, unrestrained fatalities above the national average, and lower levels of seat belt enforcement (seat belt program only). The control areas will be demographically similar to the program areas and be in separate media markets.

Estimated Total Annual Burden: 2,168 hours (*i.e.*, 21,216 total participants including 16,416 taking an average of 5 minutes to complete the screener survey and 4,800 taking an average of 10 minutes to complete the full survey).

Comments are invited on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the

agency, including whether the information will have practical utility;

(ii) the accuracy of the agency's estimate of the burden of the proposed information collection;

(iii) ways to enhance the quality, utility, and clarity of the information to be collected; and

(iv) 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.

Authority: 44 U.S.C. Section 3506(c)(2)(A).

Issued on: June 24, 2016.

Jeff Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2016-15366 Filed 6-28-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2016-0066; Notice 1]

Bridgestone Americas Tire Operations, 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: Bridgestone Americas Tire Operations, LLC (BATO), has determined that certain Bridgestone VSB heavy-duty radial truck tires do not fully comply with paragraph S6.5(d) of Federal Motor Vehicle Safety Standard (FMVSS) No. 119, *New Pneumatic Tires for Motor Vehicles with a GVWR of more than 4,536 Kilograms (10,000 pounds) and Motorcycles*. BATO filed a report dated April 7, 2016, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. BATO then petitioned NHTSA under 49 CFR part 556 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 July 29, 2016.

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 be 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 Deliver:** 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 <http://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 <http://www.regulations.gov>, including any personal information provided.

The petition, supporting materials, and all comments 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 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 documents 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 <http://www.regulations.gov> by following the online instructions for accessing the dockets. The docket ID number for this petition is shown at the heading of this notice.

DOT's complete Privacy Act Statement is available for review in the **Federal Register** published on April 11, 2000, (65 FR 19477-78).

SUPPLEMENTARY INFORMATION:

I. Overview: Pursuant to 49 U.S.C. 30118(d) and 30120(h) and their

implementing regulations at 49 CFR part 556, BATO 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 as it relates to motor vehicle safety.

This notice of receipt of BATO'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. Tires Involved: Affected are approximately 1,167 Bridgestone VSB heavy-duty radial truck tires used for logging and other similar applications that were manufactured between April 5, 2015, and March 30, 2016.

III. Noncompliance: BATO stated that while the subject tires, which are rated for both a single and a dual load, display the proper maximum load rating and inflation pressure on the sidewall for a single load, but are missing that information for a dual load. As a consequence, the tires do not fully comply with paragraph S6.5(d) of FMVSS No. 119.

IV. Rule Text: Paragraph S6.5(d) of FMVSS No. 119 provides, in pertinent part:

S6.5 Tire markings. Except as specified in this paragraph, each tire shall be marked on each sidewall with the information specified in paragraphs (a) through (j) of this section.

(d) The maximum load rating and corresponding inflation pressure of the tire, shown as follows:

(Mark on tires rated for single and dual load): Max load single ____ kg (____ lb) at ____ kPa (____ psi) cold. Max load dual ____ kg (____ lb) at ____ kPa (____ psi) cold.

(Mark on tires rated only for single load): Max load ____ kg (____ lb) at ____ kPa (____ psi) cold. . . .

V. Summary of BATO's Petition: BATO described the subject noncompliance and stated its belief that the noncompliance is inconsequential as it relates motor vehicle safety and is unlikely to have an adverse impact on motor vehicle safety. BATO states that the subject tires meet or exceed all of the performance requirements of FMVSS No. 119. BATO also contends that the missing "dual" load information has no effect on the performance of the subject tires and that the subject tires were tested and passed at the single tire load, which is higher and more punishing than that of the dual tire load.

BATO asserted that NHTSA has previously granted inconsequential noncompliance petitions regarding noncompliances that are similar to the subject noncompliance.