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**FOR FURTHER INFORMATION CONTACT:**

Mark Forseth, AIR–673, Federal Aviation Administration, 2200 S. 216th St., Des Moines, WA 98198–6547, email [mark.forseth@faa.gov](mailto:mark.forseth@faa.gov), phone (206) 231–3179; or Alphonso Pendergrass, ARM–200, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, email [alphonso.pendergrass@faa.gov](mailto:alphonso.pendergrass@faa.gov), phone (202) 267–4713.

This notice is published pursuant to 14 CFR 11.85.

Issued in Renton, Washington, on August 27, 2019.

**James E. Wilborn,**

*Acting Manager, Transport Standards Branch.*

**Petition for Exemption**

*Docket No.*: FAA–2019–0561.

*Petitioner*: Greenpoint Technologies, Inc.

*Section of 14 CFR Affected*: § 25.1309(b) and Special Conditions No. 25–682–SC.

*Description of Relief Sought*: Provide relief from the requirements for non-

rechargeable lithium batteries installed as part of the airbag assembly used on side-facing seats in a custom business-jet interior configuration on a Boeing Model 787–8 airplane, serial number 35303.

[FR Doc. 2019–18893 Filed 8–30–19; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

**Notice of Final Federal Agency Actions on Proposed Highway Realignment in California and Nevada**

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

**ACTION**: Revised notice of limitation on claims for judicial review of actions by FHWA.

**SUMMARY**: The Federal Highway Administration (FHWA) is issuing this notice to announce actions taken by FHWA that are final. This notice announces to the public that FHWA, as the National Environmental Policy Act (NEPA) lead agency, circulated a Final Environmental Impact Statement (EIS) and Section 4(f) *De Minimis* Determination (October 19, 2018) for the US 50/South Shore Community Revitalization Project (project) and issued a Record of Decision (ROD) (August 2, 2019). The actions relate to a proposed highway realignment project on US Highway 50 (US 50) in the City of South Lake Tahoe, California and Stateline, Nevada. The action taken by FHWA includes approval of the project. This notice supersedes a notice published on August 23, 2019, which inadvertently failed to include a date certain in the following paragraph. The date below applies to the actions taken by FHWA with regard to the project.

**DATES**: By this notice, the FHWA, is advising the public of final agency actions subject to 23 U.S.C. 139(I)(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 January 31, 2020. 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 FHWA*: Scott McHenry, Sr. Transportation Engineer, Project Delivery Team, Federal Highway Administration, 650 Capitol Mall, Suite 4–100, Sacramento, California 95814, (916) 498–5854, or email: [scott.mchenry@dot.gov](mailto:scott.mchenry@dot.gov).

*For Caltrans*: Laura Loeffler, Senior Environmental Planner, California Department of Transportation, 703 B Street, P.O. Box 911, Marysville, California 95901, (530) 741–4592, or email: [laura.loeffler@dot.ca.gov](mailto:laura.loeffler@dot.ca.gov).

*For NDOT*: Nick Johnson, Chief, Project Management Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712, (775) 888–7318, or email: [njohnson@dot.state.nv.us](mailto:njohnson@dot.state.nv.us).

**SUPPLEMENTARY INFORMATION**: The Final Environmental Impact Report (EIR)/EIS/EIS is a joint document prepared by the Tahoe Transportation District (TTD), Tahoe Regional Planning Agency (TRPA), and FHWA and is subject to state and federal environmental review requirements. FHWA, TTD, and TRPA jointly prepared the Final EIR/EIS/EIS pursuant to the requirements of NEPA, the California Environmental Quality Act (CEQA), and the Tahoe Regional Planning Compact (Pub. L. 96–551) and 1980 revision (Compact), Code of Ordinances, and Rules of Procedure. TTD is the lead agency under CEQA. FHWA is the lead agency under NEPA. TRPA is the lead agency for the TRPA EIS pursuant to their Rules of Procedure.

The project would realign US 50 in the Stateline casino corridor area (postmile 79.00 to postmile 80.44) and convert the existing US 50 roadway, between a location southwest of Pioneer Trail in the City of South Lake Tahoe, California and Lake Parkway in Stateline, Nevada, into a two-lane local street (one travel lane in each direction). Realigned US 50 would be four lanes (two travel lanes in each direction) with left-turn pockets at intersections; it would begin at a relocated Pioneer Trail intersection to the west of the existing intersection, and proceed south along existing Moss and Echo Roads. The realigned highway would then turn east onto the Montreal Road alignment, passing behind (southeast of) the Heavenly Village Center shopping complex, and continuing along the existing Montreal Road and Lake Parkway alignments. The proposed action includes a new, two-lane roundabout at the intersection of US 50 and Lake Parkway in Stateline, Nevada. The affected segment of existing US 50 is approximately 1.1 miles long.

The existing right-of-way of the segment of US 50 between Pioneer Trail and Lake Parkway—the new “Main Street”—would be relinquished to the City of South Lake Tahoe in California, and Douglas County in Nevada. Realigned US 50 would become California Department of Transportation

(Caltrans) and Nevada Department of Transportation (NDOT) right-of-way.

Between Park Avenue and Lake Parkway, the new "Main Street" would be reduced to one travel lane in each direction, with landscaped medians, and turn pockets at major intersections and driveways. Expanded sidewalks, a Class IV bicycle route (*i.e.*, cycle track), and a transit circulator are proposed to be implemented in this section within the tourist core to improve pedestrian safety and encourage use of alternative transportation modes. A pedestrian bridge would be constructed over realigned US 50 approximately 250 feet south of the proposed new intersection at the Harrah's entrance driveway near the California/Nevada state line connecting Van Sickle Bi-State Park to the Stateline area.

The proposed action would result in displacing residents and would construct replacement housing for those residents before removing existing housing and constructing the roadway improvements in California so that residents displaced by the project may be relocated to the newly constructed housing if they so choose during the relocation process.

The actions taken by the Federal agencies, and the laws under which such actions were taken, are described in the Final EIR/EIS/EIS for the project, approved on November 9, 2018 by the TTD Board and on November 15, 2018 by the TRPA Governing Board of Directors, and in the FHWA Record of Decision (ROD), issued on August 2, 2019, and in other documents in the FHWA project records. The Final EIR/EIS/EIS and other project records are available by contacting FHWA, at the address provided above.

The FHWA Final EIR/EIS/EIS can be viewed and downloaded from the project website at: <https://www.tahoetransportation.org/us50>. 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, included but not limited to:

1. Council on Environmental Quality regulations (40 CFR 1500 *et seq.*, 23 CFR 771);
2. National Environmental Policy Act (NEPA) (42 U.S.C. 4321–4351 *et seq.*)
3. Federal-Aid Highway Act (23 U.S.C. 109, as amended by FAST Act Section 1404(a), Pub. L. 114–94, and 23 U.S.C. 128);
4. Fixing America's Surface Transportation Act of 2015 (Pub. L. 114–94);
5. Clean Air Act, as amended (42 U.S.C. 7401 *et seq.* (Transportation Conformity, 40 CFR part 93);

6. Clean Water Act of 1977 (33 U.S.C. 1251 *et seq.*);

7. Federal Land Policy and Management Act of 1976, Public Law 94–579;

8. Safe Drinking Water Act, as amended (42 U.S.C. 300f *et seq.*);

9. FHWA Noise Standards, Policies, and Procedures (23 CFR 772);

10. Department of Transportation Act of 1966, Section 4(f) (49 U.S.C. 303 and 23 U.S.C. 138);

11. Endangered Species Act of 1973 (16 U.S.C. 1531–1544 and Section 1536);

12. Migratory Bird Treaty Act (16 U.S.C. 703–712);

13. National Historic Preservation Act of 1966, as amended (54 U.S.C. 306108 *et seq.*);

14. Executive Order 11990, Protection of Wetlands;

15. Executive Order 13112, Invasive Species;

16. Executive Order 12898, Federal Actions to Address Environmental Justice and Low-Income Populations;

17. Title VI of Civil Rights Act 1964 (42 U.S.C. 2000d *et seq.*), 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(j)(1).

Issued on: August 26, 2019.

**Tashia J. Clemons,**

*Director, Planning and Environment Team,  
Federal Highway Administration,  
Sacramento, California.*

[FR Doc. 2019–18989 Filed 8–30–19; 8:45 am]

**BILLING CODE 4910-RY-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Final Federal Agency Actions on Proposed Highway 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).

**SUMMARY:** The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans, that are final. The actions relate to a proposed project to replace the existing I Street bridge with a new bridge over the Sacramento River in the County of Sacramento, 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(j)(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 January 31, 2020. 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: Laura Loeffler, Branch Chief, Caltrans Office of Environmental Management, M–1 California Department of Transportation–District 3, 703 B Street, Marysville, CA 95901. Office Hours: 8:00 a.m.–5:00 p.m., Pacific Standard Time, telephone (530) 741–4592 or email [laura.loeffler@dot.ca.gov](mailto:laura.loeffler@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 has taken final agency actions subject to 23 U.S.C. 139(j)(1) by issuing licenses, permits, and approvals for the following highway project in the State of California: The City of Sacramento, in cooperation with the City of West Sacramento and Caltrans, proposes to construct a new bridge over the Sacramento River to replace the vehicle crossing that is currently accommodated by the existing I Street Bridge in order to remove a series of functionally obsolete or structurally deficient bridges (*i.e.* approach structures). The project limits starting within Sacramento consist of Railyards Boulevard from 200 feet east of Bercut Drive on the east, continuing west over the Sacramento River into West Sacramento along C Street, crossing 2nd Street and terminating approximately 100 feet west of the 5th Street intersection. The project limits also extend along Bercut Drive approximately 500 feet north of Railyards Boulevard, along Jibboom Street 550 feet north of Railyards Boulevard and 300 feet south of Railyards Boulevard, along 3rd Street 50 feet north and south of C Street, along 4th Street 50 feet north and south of C Street, along 5th Street 50 feet north and south of C Street. The total length of the project is approximately 0.42 miles along C Street and Railyards Boulevard. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final Environmental Assessment (FEA)/