

process. Additional information on public engagement activities to date is provided in the NOI Additional Project Information Document available for review in the docket established for this study and on the Chesapeake Bay Crossing study website as noted in the **ADDRESSES** section of this notice.

Nineteen Interagency Coordination Meetings (ICMs) to facilitate Cooperating and Participating agency coordination have been held since June 2022. The MDTA and FHWA present information at ICMs about a variety of Tier 2 Study topics and seek agency feedback. All Cooperating and Participating agencies are encouraged to provide comments at ICMs. The ICMs will continue to be held throughout the NEPA environmental review process and development of the EIS. Additional information on agency coordination to date are provided in the NOI Additional Project Information Document available for review in the docket established for this study and on the Chesapeake Bay Crossing study website as noted in the **ADDRESSES** section of this notice.

Public notice has been given of the date, time, and location of the Public Scoping Meetings. To assist in determining the scope of issues to be addressed and identifying the potential for important issues related to information in the NOI Additional Project Information Document, the public will have the opportunity to submit written comments at the Public Scoping Meetings and during the scoping comment period beginning on the date of this NOI publication. Public input received during the scoping process will be considered in the development of the Tier 2 Study EIS. Once complete, the Tier 2 Study DEIS will be available for public and agency review and comment prior to the DEIS Public Hearing and for public review at the Tier 2 Study DEIS Public Hearing. All substantive public comments on the Tier 2 Study DEIS will be addressed in the Tier 2 Study FEIS.

The FHWA intends to issue a single document that consists of the Tier 2 Study FEIS and ROD pursuant to 49 U.S.C. 304a(b) [and 23 U.S.C. 139(n)(2)] unless FHWA determines that statutory criteria or practicability considerations preclude issuance of such a combined document.

Schedule for the Decision-Making Process

The Tier 2 Study EIS schedule will be established as part of the requirements of the NEPA environmental review process under 23 U.S.C. 139 and will comply with 40 CFR 1501.10(b)(2), which requires that environmental

reviews for major infrastructure projects occur within two years, and all necessary authorizations be issued efficiently and in a timely manner, in cooperation with FHWA.

Following the issuance of this NOI, FHWA and MDTA will coordinate with the Participating and Cooperating Agencies to develop study documentation and the Tier 2 Study DEIS.

The anticipated study schedule is outlined below:

- Public Scoping Meetings (December 2024)
- End of Scoping Comment Period (January 2025)
- Evaluation of Alternatives Retained for Detailed Study (February 2025–June 2025)
- MDTA's Recommended Preferred Alternative (July 2025)
- Tier 2 Study DEIS Notice of Availability (NOA) (November 2025)
- Tier 2 Study DEIS Comment Period and Public Hearings (December 2025)
- Tier 2 Study Final EIS/ROD (November 2026)
- Procurement for Final Design (Fall 2026–Spring 2028)
- Commence Final Design (Spring 2028)
- Permit Applications/Authorization Requests Submitted (Spring 2030)
- All Permit Decisions and Authorizations Issued (Spring 2031)
- Commence Construction (Summer 2032)

Request for Identification of Potential Alternatives, Information, and Analyses Relevant to the Proposed Action

With this Notice, FHWA and MDTA request and encourage State, Tribal, and local government agencies, and the public, to review the NOI and NOI Additional Project Information Document and submit comments on any aspect of the study. To ensure that all potential alternatives, important issues, or environmental impacts and analyses relevant to the proposed action are considered in the Tier 2 Study DEIS, comments and suggestions are invited from all interested parties. Specifically, agencies and the public are asked to comment on the purpose and need, proposed ARDS, the existing environmental conditions and potential impacts, and the identification of any relevant information, studies, or analyses concerning impacts affecting the quality of the human environment for consideration by the Lead and Cooperating Agencies in developing the Tier 2 Study DEIS. The purpose of this request is to bring relevant comments and information to FHWA's and MDTA's attention as early in the process

as possible to enable the agencies to make maximum use of this information in decision making.

Comments must be received by January 13, 2025. Comments or questions concerning this proposed action, including comments relative to proposed ARDS, information and analyses, should be directed to FHWA and MDTA at the addresses provided in the **ADDRESSES** section of this notice.

Authority: 42 U.S.C. 4321 *et seq.*; 23 U.S.C. 139; 23 CFR part 771.

Valeriya Remezova,

Division Administrator, Federal Highway Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2024–0018]

Withdrawal of a Notice of Intent To Prepare an Environmental Impact Statement for a Proposed Highway Project in Clark County, Nevada

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (USDOT).

ACTION: Notice of withdrawal.

SUMMARY: The FHWA and the Nevada Department of Transportation (NDOT) are issuing this notice to advise the public that they are withdrawing the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) published in the **Federal Register** for transportation improvements to a section of Interstate 11 (formerly I–515)/US 95/US 93 in the City of Las Vegas, Clark County, Nevada. The project is commonly referred to as the Downtown Access Project.

FOR FURTHER INFORMATION CONTACT:

For Federal Highway Administration: Abdelmoez Abdalla, Environmental Program Manager, FHWA Nevada Division, 705 N. Plaza, Suite 220, Carson City, NV 89701; Telephone: (775) 687–1231, email: abdelmoez.abdalla@dot.gov.

For the Nevada Department of Transportation (NDOT): Danja Petro, Senior Project Manager, Nevada Department of Transportation, 123 E Washington Ave., Las Vegas, NV 89101; Telephone: (702) 671–8865, email: dpetro@dot.nv.gov.

SUPPLEMENTARY INFORMATION: The FHWA, in coordination with NDOT, published an NOI on March 22, 2024, at 89 FR 20530, to prepare an EIS for transportation improvements to a

section of Interstate 11 (I-11)/U.S. Highway 95 (US 95)/US Highway 93 (US 93) in the City of Las Vegas, Clark County, Nevada, known as the Downtown Access Project. The agencies hereby notify the public of the withdrawal of this NOI. The EIS process is being rescinded due to recent and ongoing reprioritization of major projects within Nevada, as well as the escalating overall cost of the project.

Any future federally assisted action within this corridor would comply with the environmental review requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 *et seq.*); 23 U.S.C. 139, CEQ regulations for implementing NEPA (40 Code of Regulations [CFR] 1500–1508); FHWA regulations implementing NEPA (23 CFR parts 771, 772, and 774); and applicable Federal, State, and local laws and regulations.

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Khoa Nguyen,

Division Administrator, Carson City, Nevada.

[FR Doc. 2024–26631 Filed 11–14–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2021–0034; Notice 2]

Toyo Tire Holdings of Americas Inc., Grant of Petition for Decision of Inconsequential Noncompliance

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

ACTION: Grant of petition.

SUMMARY: Toyo Tire Holdings of Americas, Inc., (Toyo) has determined that certain Open Country R/T light truck tires, do not fully comply with 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*. Toyo filed a noncompliance report dated March 15, 2021, and later amended it on April 2, 2021. Toyo simultaneously petitioned NHTSA on April 2, 2021, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This notice announces the grant of Toyo’s petition.

FOR FURTHER INFORMATION CONTACT: Jayton Lindley, General Engineer, NHTSA, Office of Vehicle Safety Compliance, (325) 655–0547.

SUPPLEMENTARY INFORMATION:

I. Overview

Toyo has determined that certain Toyo Open Country R/T light truck tires, do not fully comply with paragraph S6.5(j) of FMVSS No. 119, *New Pneumatic Tires for Motor Vehicles with a GVWR of More Than 4,536 Kilograms (10,000 Pounds) and Motorcycles* (49 CFR 571.119). Toyo filed a noncompliance report dated March 15, 2021, and later amended it on April 2, 2021, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Toyo simultaneously petitioned NHTSA on April 2, 2021, 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, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*.

Notice of receipt of Toyo’s petition was published with a 30-day public comment period, on May 19, 2022, in the **Federal Register** (87 FR 30556). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Then follow the online search instructions to locate docket number “NHTSA–2021–0034.”

II. Tires Involved

Approximately 518 Toyo Open Country R/T light truck tires, size 35X12.50R20LT 125Q, manufactured between January 29, 2021, and March 8, 2021, are potentially involved.

III. Noncompliance

Toyo explains that the noncompliance was due to a mold error in which the sidewall with the partial TIN incorrectly states the load range as required by paragraph S6.5(j) of FMVSS No. 119. Specifically, the tires were marked: “LOAD RANGE E MAX.LOAD 1450 kg (3195 LBS) AT 450 kPa (65 PSI) COLD” when they should have been marked: “LOAD RANGE F MAX.LOAD 1650 kg (3640 LBS) AT 550 kPa (80 PSI) COLD.”

IV. Rule Requirements

Paragraph S6.5(j) of FMVSS No. 119 includes the requirements relevant to this petition. The subject tires are required to be marked on each sidewall with the letter designating the tire load range.

V. Summary of Toyo’s Petition

The following views and arguments presented in this section, “V. Summary of Toyo’s Petition,” are the views and

arguments provided by Toyo. They do not reflect the views of the Agency.

Toyo describes the subject noncompliance and contends that the noncompliance is inconsequential as it relates to motor vehicle safety.

In support of its petition, Toyo submitted the following reasoning:

Toyo explains that the noncompliance occurred as production transitioned from producing the load range ‘E’ tire to production of the load range ‘F’ tire.

Toyo states that “the affected tire mold was immediately corrected after this issue was discovered and all future production will have the correct load range letter shown on the non-serial sidewall.”

Toyo explains that “the 35X12.50R20LT tire size, Load Range E tires have a maximum load carrying capacity of 1,450 kg (3,195 lbs.) at 450 kPa (65 PSI); Load Range F tires have a maximum load carrying capacity of 1,650 kg (3,640 lbs.) at 550 kPa (80 PSI). Therefore, Toyo believes that in the event that “a consumer were to rely on the incorrect load range designation on the non-serial sidewall, there would be no associated risk of overloading.”

Toyo says that NHTSA has granted prior inconsequentiality petitions for noncompliances that are similar to the one described in the subject petition and cited sections from the following notices granting those petitions:

- Guizhou Tyre Corporation; Grant of Petition for Decision of Inconsequential Noncompliance. 78 FR 12828, February 25, 2013.
- Yokohama Tire Corporation, Grant of Petition for Decision of Inconsequential Noncompliance. 84 FR 64403, November 21, 2019.
- Tireco, Inc., Ruling on Petition for Decision of Inconsequential Noncompliance. 81 FR 58550, August 25, 2016.

Toyo says that the subject tires “meet all other performance and regulatory requirements of FMVSS No. 119.” Furthermore, Toyo says that it “has not received any complaints, claims, or warranty adjustments related to this noncompliance.”

Toyo concludes that the subject noncompliance is inconsequential as it relates to motor vehicle safety as these tires have a higher load carrying capacity than the incorrect marking indicates, therefore, the marking will not cause an operator to overload the tires. Thus, Toyo believes that its petition to be exempted from providing notification of the noncompliance, as required by 49 U.S.C. 30118, and a remedy for the noncompliance, as required by 49 U.S.C. 30120, should be granted.