

standard equipment. Toyota also stated that at the time of the petition submission, theft rate data for the MY 2025 Subaru Solterra vehicle line is not available. However, Toyota compared its proposed device to other devices NHTSA has determined to be as effective in reducing and deterring motor vehicle theft as would compliance with the parts-marking requirements. Toyota also compared its proposed device to a similar type of system which has been installed on the Toyota RAV4 and RAV4 HV vehicle line, which was granted a parts-marking exemption from 49 CFR part 541 by the Agency beginning with MY 2014 vehicles. Toyota also referenced the NHTSA theft rate data published for calendar year 2014 with 1.15 per thousand vehicles produced and showing the average theft rate of 0.36 for the RAV4 and RAV4 HV. Therefore, Toyota concluded that the antitheft device proposed for its Subaru Solterra vehicle line is no less effective than those devices on the lines for which NHTSA has already granted full exemption from the parts-marking requirements. Toyota stated that it believes that installing the immobilizer device as standard equipment reduces the theft rate for the Subaru Solterra vehicle line and expects it to experience comparable effectiveness and ultimately be more effective than parts-marking labels.

III. Decision To Grant the Petition

Pursuant to 49 U.S.C. 33106 and 49 CFR 543.8(b), the Agency grants a petition for exemption from the parts-marking requirements of part 541, either in whole or in part, if it determines that, based upon substantial evidence, the standard equipment antitheft device is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of part 541. The Agency finds that Toyota has provided adequate reasons for its belief that the antitheft device for its vehicle line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the theft prevention standard. This conclusion is based on the information Toyota provided about its antitheft device. NHTSA believes, based on Toyota's supporting evidence, the antitheft device described for its vehicle line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the theft prevention standard.

The Agency concludes that Toyota's antitheft device will provide the five

types of performance features listed in section 543.6(a)(3): promoting activation; attracting attention to the efforts of unauthorized persons to enter or operate a vehicle by means other than a key; preventing defeat or circumvention of the device by unauthorized persons; preventing operation of the vehicle by unauthorized entrants; and ensuring the reliability and durability of the device.

The Agency notes that 49 CFR part 541, appendix A-1, identifies those lines that are exempted from the theft prevention standard for a given model year. 49 CFR 543.8(f) contains publication requirements incident to the disposition of all part 543 petitions. Advanced listing, including the release of future product nameplates, the beginning model year for which the petition is granted and a general description of the antitheft device is necessary in order to notify law enforcement agencies of new vehicle lines exempted from the parts-marking requirements of the theft prevention standard.

If Toyota decides not to use the exemption for its requested vehicle line, the manufacturer must formally notify the Agency. If such a decision is made, the line must be fully marked as required by 49 CFR 541.5 and 541.6 (marking of major component parts and replacement parts).

NHTSA notes that if Toyota wishes in the future to modify the device on which this exemption is based, the company may have to submit a petition to modify the exemption. Section 543.8(d) states that a part 543 exemption applies only to vehicles that belong to a line exempted under this part and equipped with the antitheft device on which the line's exemption is based. Further, section 543.10(c)(2) provides for the submission of petitions "to modify an exemption to permit the use of an antitheft device similar to but differing from the one specified in the exemption."⁷

The Agency wishes to minimize the administrative burden that section 543.10(c)(2) could place on exempted vehicle manufacturers and itself. The Agency did not intend in drafting part

⁷The Agency wishes to minimize the administrative burden that section 543.10(c)(2) could place on exempted vehicle manufacturers and itself. The Agency did not intend in drafting part 543 to require the submission of a modification petition for every change to the components or design of an antitheft device. The significance of many such changes could be de minimis. Therefore, NHTSA suggests that if a manufacturer with an exemption contemplates making any changes, the effects of which might be characterized as de minimis, it should consult the Agency before preparing and submitting a petition to modify.

543 to require the submission of a modification petition for every change to the components or design of an antitheft device. The significance of many such changes could be de minimis. Therefore, NHTSA suggests that if Toyota contemplates making any changes, the effects of which might be characterized as de minimis, it should consult the Agency before preparing and submitting a petition to modify.

For the foregoing reasons, the Agency hereby grants in full Toyota's petition for exemption from the Subaru Solterra vehicle line from the parts-marking requirements of 49 CFR part 541, beginning with its MY 2025 vehicles.

Issued under authority delegated in 49 CFR 1.95 and 501.8.

Raymond R. Posten,

Associate Administrator for Rulemaking.

[FR Doc. 2024-02866 Filed 2-12-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Great Lakes St. Lawrence Seaway Development Corporation

Great Lakes St. Lawrence Seaway Development Corporation Advisory Board; Notice of Meeting

AGENCY: Great Lakes St. Lawrence Seaway Development Corporation, DOT.

ACTION: Notice of public meetings.

SUMMARY: This notice announces the public meetings of the Great Lakes St. Lawrence Seaway Development Corporation (GLS) Advisory Board.

DATES: The public meetings will be held on (all times eastern):

- Wednesday, March 6, 2024, from 2 p.m.–4 p.m. EST
 - Requests to attend the meeting must be received by March 1, 2024.
 - Requests for accommodations to a disability must be received by March 1, 2024.
 - If you wish to speak during the meeting, you must submit a written copy of your remarks to GLS by March 1, 2024.
 - Requests to submit written materials to be reviewed during the meeting must be received no later than March 1, 2024.
- Tuesday, May 14, 2024, from 8:30 a.m.–10:30 a.m. EDT
 - Requests to attend the meeting must be received by May 9, 2024.
 - Requests for accommodations to a disability must be received by May 9, 2024.
 - If you wish to speak during the meeting, you must submit a written

copy of your remarks to GLS by May 9, 2024.

○ Requests to submit written materials to be reviewed during the meeting must be received no later than May 9, 2024.

ADDRESSES: The meetings will be held in-person at the following locations:

- *Wednesday, March 6, 2024:* U.S. Department of Transportation Headquarters, 1200 New Jersey Ave SE, Suite W62–300, Washington, DC 20590.
- *Tuesday, May 14, 2024:* Seaway Visitor Center at Eisenhower Lock, 79 Barnhart Road, Massena, NY 13662.

A virtual option will be made available for individuals wishing to attend remotely. Details on how to participate will be forwarded to those who RSVP.

FOR FURTHER INFORMATION CONTACT: Kevin O'Malley, Strategic Advisor for Financial and Resource Management, Great Lakes St. Lawrence Seaway Development Corporation, 1200 New Jersey Avenue SE, Suite W62–300, Washington, DC 20590; (202) 366–0091.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463; 5 U.S.C. app. 2), notice is hereby given of meetings of the GLS Advisory Board. The agenda for each meeting is the same and will be as follows:

1. Opening Remarks
2. Consideration of Minutes of Past Meeting
3. Quarterly Report
4. Old and New Business
5. Closing Discussion
6. Adjournment

Public Participation

Attendance at the meeting is open to the interested public. With the approval of the Administrator, members of the public may present oral statements at the meeting. Persons wishing further information should contact the person listed under the heading, **FOR FURTHER INFORMATION CONTACT**. There will be three (3) minutes allotted for oral comments from members of the public joining the meeting. To accommodate as many speakers as possible, the time for each commenter may be limited. Individuals wishing to reserve speaking time during the meeting must submit a request at the time of registration, as well as the name, address, and organizational affiliation of the proposed speaker. If the number of registrants requesting to make statements is greater than can be reasonably accommodated during the meeting, the GLS will conduct a lottery to determine the speakers. Speakers are requested to submit a written copy of

their prepared remarks for inclusion in the meeting records and for circulation to GLS Advisory Board members. All prepared remarks submitted will be accepted and considered as part of the meeting's record. Any member of the public may submit a written statement after the meeting deadline, and it will be presented to the committee.

The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Any member of the public may present a written statement to the GLS Advisory Board at any time.

Carrie Lavigne,
Chief Counsel.

[FR Doc. 2024–02664 Filed 2–12–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT–OST–2024–0005]

Office of the Chief Financial Officer and Assistant Secretary for Budget and Programs; U.S. Department of Transportation Learning Agenda Supplement: Fiscal Years 2024–2026

AGENCY: Office of the Secretary (OST), U.S. Department of Transportation (DOT).

ACTION: Request for information.

SUMMARY: The U.S. Department of Transportation (DOT)'s mission is to deliver the world's leading transportation system, serving the American people and economy through the safe, efficient, sustainable, and equitable movement of people and goods. Developing rigorous research and applying relevant evidence are essential components of the Department's success. On March 28, 2022, we published our first Department-wide Learning Agenda for Fiscal Years (FY) 2022–2026 (the "Learning Agenda") in conjunction with the Department's FY 2022–2026 Strategic Plan (the "Strategic Plan"). The Learning Agenda was our first effort to identify priority evidence needs and propose research, evaluation activities, and data gathering to address those needs. As we've reached the midpoint of this Learning Agenda, the Department seeks to update it. With this Request for Information (RFI), DOT's Office of the Secretary (OST)'s Office of

the Chief Financial Officer and Assistant Secretary for Budget and Programs seeks public input regarding potential updates to our published Learning Agenda. Information provided in response to this RFI will inform the development of the Learning Agenda Supplement: Fiscal Year 2024–2026 ("Learning Agenda Supplement").

DATES: Comments are requested by April 09, 2024. See the **SUPPLEMENTARY INFORMATION** section on "Public Participation," below for more information about written comments.

ADDRESSES:

Written Comments: Responses to this RFI are voluntary and may be submitted anonymously. Comments should refer to the docket number above and be submitted by one of the following methods:

- *Federal Rulemaking Portal:* Follow the online instructions at <https://www.regulations.gov> for submitting comments.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery:* 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal Holidays.

Instructions: For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

Privacy Act: Except as provided below ("confidential business information"), all comments received into the docket will be made public in their entirety. The comments will be searchable by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You should not include information in your comment that you do not want to be made public.

Docket: For access to the docket to read background documents or comments received, visit <https://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets.

FOR FURTHER INFORMATION CONTACT: Please email PEER@dot.gov or call John D. Giorgis at (202) 366–6513 with questions. Office hours are from 8:30