

(FHWA) and Federal Transit Administration (FTA), will conduct a free public meeting focused on soliciting input from the planning community and related national associations on policy and legal aspects of Connected Vehicle implementation. The meeting will include an overview of the Connected Vehicle technologies from the planning and policy perspective and the opportunity for participants to identify questions and concerns regarding the implementation of these technologies.

The meeting will be held on Thursday, September 12, 2013, from 9:00 a.m. to 12:30 p.m. at the USDOT, 1200 New Jersey Avenue SE., Washington, DC 20590, across the street from the Navy Yard Metro Station.

Advanced registration is required. Please RSVP no later than Wednesday, September 4, 2013 with your name and a business email address to Elizabeth Machek of the Research and Innovative Technology Administration at [Elizabeth.machek@dot.gov](mailto:Elizabeth.machek@dot.gov). Please note if you are not a U.S. citizen, additional information will be required in compliance with USDOT security procedures. Detailed meeting location and materials will be provided to registered attendees.

For more information about Connected Vehicles, visit <http://www.its.dot.gov/>.

Issued in Washington, DC, on the 24th day of July 2013.

**John Augustine,**

*Managing Director, ITS Joint Program Office.*

[FR Doc. 2013-18232 Filed 7-29-13; 8:45 am]

**BILLING CODE 4910-HY-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Final Federal Agency Actions on Transportation Project in Washington State

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

**ACTION:** Notice of Limitation on Claims for Judicial Review of Actions by FHWA and Other Federal Agencies.

**SUMMARY:** This notice announces actions taken by the FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to the State Route 167 Puyallup to SR 509, Puyallup River Bridge Replacement Project, located in the City of Puyallup (Milepost [MP] 6.40) in Pierce County, Washington. The action by FHWA is the Record of Decision (ROD), which selects a new

bridge and roadway alignment for southbound traffic, which will accommodate the future SR 167 Extension interchange and removes the existing steel truss as a last order of work. Actions by other Federal agencies include issuing permits.

**DATES:** By this notice, FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the listed highway project will be barred unless the claim is filed on or before December 27, 2013. 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:**

Dean Moberg, Area Engineer, Olympic Region, Federal Highway Administration, 711 South Capital Way, Suite 501, Olympia, WA 98501-0943, telephone: (360) 534-9344, email address: [Dean.Moberg@dot.gov](mailto:Dean.Moberg@dot.gov); or Jeff Sawyer, Environmental Manager, Olympic Region, Washington State Department of Transportation, 6639 Capitol Blvd. SW., Suite 302, Tumwater, WA 98501, telephone: (360) 570-6701, email address: [sawyerj@wsdot.wa.gov](mailto:sawyerj@wsdot.wa.gov).

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the FHWA and other Federal agencies have taken final agency actions related to the State Route 167 Puyallup to SR 509, Puyallup River Bridge Replacement Project in the State of Washington. The FHWA, in cooperation with the Washington State Department of Transportation (WSDOT), prepared a Draft Environmental Impact Statement (EIS) (FHWA-WA-EIS-2002-02-D) and Final EIS (FHWA-WA-EIS-2002-02-F) for the proposed completion of the SR 167 freeway between SR 161 (Meridian Street North) in north Puyallup and the SR 509 freeway in the City of Tacoma. The preferred alternative entailed removing the Meridian Street Bridge and constructing a new five-lane northbound bridge in its place. The FHWA issued a ROD for the project in October 2007 and funding for engineering and to begin purchasing right of way was approved. The FHWA and WSDOT prepared a Draft Supplemental EIS (FHWA-WA-EIS-2002-02-DS) to evaluate the design modification, which includes construction of a new two-lane bridge that will be built to the west of the existing concrete bridge, instead of at the current location of the Meridian Street Bridge. Funding for this bridge replacement project was expedited due to deterioration of the bridge. When

funding to complete the SR 167 Puyallup to SR 509 Extension project is available, the two-lane northbound bridge will be removed to make way for the ultimate configuration of a five-lane northbound bridge that was detailed in the 2007 ROD.

The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final Supplemental EIS (FHWA-WA-EIS-2002-02-FS) and ROD issued concurrently on July 16, 2013, and in other documents in the FHWA administrative record. These documents are available by contacting FHWA or WSDOT at the addresses provided above. The combined Final Supplemental EIS and ROD can also be downloaded electronically from the project Web site at [www.wsdot.wa.gov/projects/sr167/puyallupriverbridge/](http://www.wsdot.wa.gov/projects/sr167/puyallupriverbridge/), or viewed at area public libraries.

This notice applies to all Federal agency decisions on the project as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

*General:* National Environmental Policy Act [42 U.S.C. 4321-4351]; Federal-Aid Highway Act [23 U.S.C. 109].

*Wildlife:* Endangered Species Act [16 U.S.C. 1531-1544]; Migratory Bird Treaty Act [16 U.S.C. 703-712].

(Catalog of Federal Domestic Assistance Program No. 20.205, Highway Research, 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(l)(1), as amended by Moving Ahead for Progress in the 21st Century Act (MAP-21), Pub. L. 112-141, sec. 1308, 126 Stat. 405 (2012).

Issued on: July 16, 2013.

**Daniel M. Mathis,**

*Division Administrator, Olympia, WA.*

[FR Doc. 2013-17877 Filed 7-29-13; 8:45 am]

**BILLING CODE 4910-RY-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2013-0033; Notice 1]

#### Notice of Receipt of Petition for Decision That Nonconforming 1996 Chevrolet Impala Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that nonconforming 1996 Chevrolet Impala passenger cars that were not originally manufactured to comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS), are eligible for importation into the United States because they are substantially similar to vehicles that were originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the 1996 Chevrolet Impala passenger cars) and they are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is August 29, 2013.

**ADDRESSES:** Comments should refer to the docket and notice numbers above and be submitted by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions 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 or Courier:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.
- *Fax:* 202-493-2251.

**Instructions:** 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 your comments 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. Please see the Privacy Act heading below.

**Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets 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 may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

**How To Read Comments Submitted to the Docket:** You may read the comments received by Docket Management at the address and times given above. You may also view the documents from the Internet at <http://www.regulations.gov>. Follow the online instructions for accessing the dockets. The docket ID number and title of this notice are shown at the heading of this document notice. Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically search the Docket for new material.

**FOR FURTHER INFORMATION CONTACT:** George Stevens, Office of Vehicle Safety Compliance, NHTSA (202-366-5308).

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

U.S. Specs of Havre de Grace, Maryland (Registered Importer R-03-321) has petitioned NHTSA to decide whether nonconforming 1996 Chevrolet Impala passenger cars are eligible for importation into the United States. The vehicles which U.S. Specs believes are substantially similar are 1996 Chevrolet Impala passenger cars that were manufactured for sale in the United States and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner claims that it compared non-U.S. certified 1996 Chevrolet Impala passenger cars to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

U.S. Specs submitted information with its petition intended to demonstrate that non-U.S. certified 1996 Chevrolet Impala passenger cars, as originally manufactured, conform to many FMVSS in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards. Specifically, the petitioner claims that non-U.S. certified 1996 Chevrolet Impala passenger cars are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect*, 103 *Windshield Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch System*, 116 *Motor Vehicle Brake Fluids*, 124 *Accelerator Control Systems*, 135 *Light Vehicle Brake Systems*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 207 *Seating Systems*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Mounting*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

The petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: Recalibration of the speedometer to read in MPH instead of KPH; inscription of the word "BRAKE" on the brake failure indicator in place of the ECE warning symbol.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: Replacement of the headlamps, side marker lamps, and tail lamps with U.S.-model components and installation of U.S.-model high-mounted stop lamp if the vehicle is not already so equipped.

Standard No. 110 *Tire Selection and Rims for Motor Vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or Less*: Installation of a tire information placard if the vehicle is not already so equipped.

Standard No. 111 *Rearview Mirrors*: Replacement of the passenger side rearview mirror with a U.S.-model vehicle component or inscription of the required warning statement on the face of that mirror.

Standard No. 114 *Theft Protection and Rollaway Prevention*: Installation of a warning buzzer if the vehicle is not already so equipped or reprogramming the buzzer to comply with the standard.

Standard No. 118 *Power-operated Window, Partition, And Roof Panel Systems*: Inspection of each vehicle to verify compliance with the standard and reprogramming and/or rewiring of the system to meet the standard if it does not already comply

Standard No. 201 *Occupant Protection in Interior Impact*: Inspection of components subject to this standard and replacement as necessary with U.S.-model components.

Standard No. 206 *Door Locks and Door Retention Components*: Inspection of door locks and retention components and installation of U.S.-model components if the vehicle is not already so equipped.

Standard No. 208 *Occupant Crash Protection*: Installation of a seat belt warning lamp and audible buzzer if the vehicle is not already so equipped; inspection of vehicle to ensure that airbags, control unit, sensors, seatbelts, and knee bolsters bearing U.S.-model part numbers have been installed.

Standard No. 209 *Seat Belt Assemblies*: Inspection of all seat belts and replacement with U.S.-model components if vehicle is not already so equipped.

The petitioner states that a vehicle identification plate must be affixed to the vehicles near the left windshield post if not already present to meet the requirements of 49 CFR part 565.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above addresses both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

**Authority:** 49 U.S.C. 30141(a)(1)(A), (a)(1)(B), and (b)(1); 49 CFR 593.7; delegation of authority at 49 CFR 1.95 and 501.8.

Issued On: July 25, 2013.

**Claude H. Harris,**

*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 2013-18245 Filed 7-29-13; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2013-0020; Notice 1]

#### Notice of Receipt of Petition for Decision That Nonconforming 2005 Jaguar XKR Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that nonconforming 2005 Jaguar XKR passenger cars that were not originally manufactured to comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS), are eligible for importation into the United States because they are substantially similar to vehicles that were originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S.-certified version of 2005 Jaguar XKR passenger cars) and they are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is August 29, 2013.

**ADDRESSES:** Comments should refer to the docket and notice numbers above and be submitted by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions 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 or Courier:** West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.
- **Fax:** 202-493-2251.

**Instructions:** 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 your comments 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. Please see the Privacy Act heading below.

**Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets 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 may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

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**FOR FURTHER INFORMATION CONTACT:** George Stevens, Office of Vehicle Safety Compliance, NHTSA (202-366-5308).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible