

engineering planning and priorities; and employee career development.

The collaborative workgroup developed the guiding principles and criteria for evaluating existing Terminal Radar Approach Control (TRACON) operations. The principles support the goals of developing operationally viable realignment and consolidation scenarios, capturing recommendations, and outlining next steps. The workgroup has developed a repeatable and defensible process to evaluate facility TRACON operations and prioritize for analysis; determine an initial set of realignment scenarios and a set of alternatives for each scenario; collect facility and operational data and document system requirements; document facility, equipment, infrastructure, operational and safety data; capture qualitative workforce considerations, including training, transition, facility, and potential workforce impacts of potential realignments; consider potential impacts on operations, airspace modifications, route/fixes changes, arrival/departure procedures, intra/inter-facility coordination, and pilot community interaction; collect and consider industry stakeholder input; quantify benefits and cost of potential realignments; and develop a recommendation for each realignment scenario.¹ A copy of the National Facilities Realignment and Consolidation Report, Parts 4 & 5 has been placed in the docket for this notice. The docket may be accessed at <http://www.regulations.gov>. A copy of the report has also been made available on the FAA's website at http://www.faa.gov/regulations_policies/rulemaking/recently_published/.

The realignment recommendations outlined in the National Facilities Realignment and Consolidation Report, Parts 4 & 5 are the result of a collaborative process that involved a multi-disciplinary team of FAA management, labor, field facilities, finance, and subject matter experts. The Section 804 process serves as a stable foundation for future realignment analyses and recommendations. The process aims to maximize operational, administrative, and maintenance efficiencies, support transition to

NextGen, and deliver the highest value to stakeholders.

The FAA is requesting comments on this report pursuant to Section 804 of the FAA Modernization and Reform Act of 2012. The agency will consider all comments received on or before May 3, 2019. Following a 60-day comment review period, the final report along with public comments will be submitted to Congress. The FAA continues to analyze data collected from facilities across the United States and evaluate possible realignment scenarios.

Issued in Washington, DC, on March 7, 2019.

William Middleswart,

*Section 804 Analysis Program Manager,
Management Services, Federal Aviation
Administration.*

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BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Limitation on Claims Against Proposed Public Transportation Projects

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for projects in Tarrant, Dallas, and Collin Counties, Texas and Marion County, Indiana. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject projects and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to 23 U.S.C. 139(l). A claim seeking judicial review of FTA actions announced herein for the listed public transportation projects will be barred unless the claim is filed on or before August 16, 2019.

FOR FURTHER INFORMATION CONTACT: Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, (312) 353-2577 or Juliet Bochicchio, Environmental Protection Specialist, Office of Environmental Programs, (202) 366-9348. FTA is located at 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 9:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain

approvals for the public transportation projects listed below. The actions on the projects, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the projects to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA environmental project file for the projects. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information. Contact information for FTA's Regional Offices may be found at <https://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed projects as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321-4375], Section 4(f) requirements [23 U.S.C. 138, 49 U.S.C. 303], Section 106 of the National Historic Preservation Act [54 U.S.C. 306108], and the Clean Air Act [42 U.S.C. 7401-7671q]. This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices published in the **Federal Register**. The projects and actions that are the subject of this notice are:

1. *Project name and location.* Cotton Belt Corridor Regional Rail Project, Tarrant, Dallas, and Collin Counties, Texas. *Project Sponsor:* Dallas Area Rapid Transit (DART). *Project description:* The project will provide a new 26-mile double-track regional commuter rail line extending from Dallas-Fort Worth International Airport (DFW Airport) Terminal B in Tarrant County to Shiloh Road in Plano, connecting with the existing DART Orange Line at DFW Airport, the Green Line in Carrollton, and the Red Line in the Plano/Richardson area. The commuter line will have 10 stations and will traverse through 3 counties in Texas: Tarrant, Dallas, and Collin; and 7 cities: Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson, and Plano. The project includes a procurement of eight diesel multiple unit vehicles and construction of an equipment maintenance facility to store and maintain vehicles. Based on review of the Draft EIS and consideration of public and agency comments, FTA, as the lead agency, and FAA, as a cooperating agency, issued a combined FEIS/ROD for the Cotton Belt Corridor Regional Rail Project on November 9, 2018. Nothing in this notice affects FTA's previous decisions, or notice thereof, for this project. *Final agency actions:* Section 4(f) *de minimis* impact determination; Section 106 finding of

¹ The National Facilities Realignment and Consolidation Report, Part 1 was published in the **Federal Register** on March 26, 2015 (80 FR 16078) (docket no.: FAA-2015-0693). The National Facilities Realignment and Consolidation Report, Part 2 was published in the **Federal Register** on June 7, 2016 (81 FR 36650) (docket no.: FAA-2016-4000). The National Facilities Realignment and Consolidation Report, Part 3 was published in the **Federal Register** on July 17, 2017 (82 FR 32750) (docket no.: FAA-2017-0706).

adverse effect and Memorandum of Agreement (MOA) dated September 25, 2018; project-level air quality conformity; and Final Environmental Impact Statement/Record of Decision, dated November 9, 2018. *Supporting documentation:* Draft Environmental Impact Assessment for the Cotton Belt Corridor Regional Rail Project, dated April 10, 2018.

2. *Project name and location:* The Purple Line Bus Rapid Transit Project, Marion County, Indiana. *Project sponsor:* The Indianapolis Public Transportation Corporation. *Project description:* The Purple Line Bus Rapid Transit Project will implement a mixed-traffic/dedicated lane Bus Rapid Transit (BRT) route that is part of a system-wide expansion of both local route and BRT services identified in the Marion County Transit Plan. The approximately 14.8-mile BRT route will serve northern and eastern Marion County, connecting the Julia M. Carson Transit Center in downtown Indianapolis with the Ivy Tech Community College in Lawrence. The Purple Line BRT system consists of 31 BRT stations, including 7 shared stations with the Red Line BRT, which will be constructed prior to the Purple Line BRT, as well as 23 new Purple Line stations. A potential 24th station location is being considered at Otis Avenue and Wheeler Road near the Lawrence terminus. Project infrastructure improvements include the construction of sidewalks, a new multi-use path along East 38th Street, drainage improvements, pavement replacement, new traffic signals, and a new multi-use path along the north side of East 38th Street between Tacoma and Sheridan Avenues. This notice only applies to the discrete actions taken by FTA at this time, as described below. Nothing in this notice affects FTA's previous decisions, or notice thereof, for this project. *Final agency actions:* Section 4(f) *de minimis* impact determination; Section 106 finding of adverse effect and MOA dated February 7, 2019; project-level air quality conformity; and determination of the applicability of a Documented Categorical Exclusion pursuant to 23 CFR 771.118(d) dated February 22, 2019. *Supporting documentation:* Documented Categorical Exclusion checklist and supporting materials, dated February 2019.

Elizabeth S. Riklin,

Deputy Associate Administrator for Planning and Environment.

[FR Doc. 2019-05093 Filed 3-18-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2019-0017]

Nuro, Inc.; Receipt of Petition for Temporary Exemption for an Electric Vehicle With an Automated Driving System

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

ACTION: Notice of receipt of petition for temporary exemption; request for public comment.

SUMMARY: Nuro, Inc. (Nuro) has petitioned NHTSA for a temporary exemption from certain requirements in Federal Motor Vehicle Safety Standard (FMVSS) No. 500, which establishes standards for "Low-speed vehicles," on the basis that an exemption would make the development or field evaluation of a low-emission vehicle easier without unreasonably lowering the safety of that vehicle. The vehicle for which Nuro requests an exemption is a low-speed, highly automated delivery vehicle intended to be operated without any human occupants and thus designed without any seating. Specifically, Nuro requests exemptions from the requirements in FMVSS No. 500 that its vehicle be equipped with rearview mirrors, a windshield that complies with FMVSS No. 205, and a rear visibility (backup camera) system that complies with FMVSS No. 111. Nuro states that the absence of human occupants, combined with the vehicle's various safety design features, including the vehicle's Automated Driving System (ADS), make compliance with these provisions of FMVSS No. 500 either unnecessary for, or detrimental to, the safety of pedestrians and cyclists.

NHTSA is publishing this document in accordance with statutory and administrative provisions, and requests comments on this document and the petition submitted by Nuro. NHTSA will assess the merits of the petition and decide whether to grant or deny it after receiving and considering the public comments on this notice, the petition, public responses to the questions in this notice and such additional information as Nuro may provide.

DATES: Comments on this petition must be submitted by May 20, 2019.

FOR FURTHER INFORMATION CONTACT:

Stephen Wood or Daniel Koblenz, Office of Chief Counsel, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC

20590. Telephone: 202-366-2992; Fax: 202-366-3820.

Comments: NHTSA invites you to submit comments on the petition described herein and the questions posed below. You may submit comments identified by docket number in the heading of this notice by any of the following methods:

- *Fax:* 202-493-2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

• *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. 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 discussion below. NHTSA will consider all comments received before the close of business on the comment closing date indicated above. To the extent possible, NHTSA will also consider comments filed after the closing date.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> at any time or to 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202-366-9826.

Privacy Act: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.