

(LOSSAN) Rail Corridor Project; and 8) the Chicago to Detroit/Pontiac Corridor Investment Program.

**FOR FURTHER INFORMATION CONTACT:** For additional information please contact Michael Johnsen, Supervisory Environmental Protection Specialist, at the Federal Railroad Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; telephone: 202-493-0845; or email: [Michael.Johnsen@dot.gov](mailto:Michael.Johnsen@dot.gov).

**SUPPLEMENTARY INFORMATION:** FRA has identified several projects that, for various reasons, are no longer advancing through FRA environmental review and has therefore determined it is appropriate to rescind the applicable NOI to prepare an EIS. The following NOIs are being rescinded:

- **Pennsylvania Maglev Proposal:** FRA published the NOI on July 19, 2001. The purpose of the EIS was to further explore the feasibility of a magnetic levitation train system linking Pittsburgh International Airport to Pittsburgh and its eastern suburbs in Allegheny and Westmoreland Counties. However, the project sponsor has since decided not to pursue a maglev project in this corridor.

- **Relocation or Reconstruction of Rail Lines in Tupelo, MS:** FRA published the NOI on June 29, 2006 to study the potential relocation or reconstruction of rail lines in the Tupelo, MS central business district. However, the project sponsor has not advanced the environmental review and has not identified current or foreseeable funding for the project.

- **Chicago to Joliet High-Speed Rail (HSR) Project:** FRA published the NOI on February 18, 2014 to study potential HSR service along the Rock Island District Railroad corridor between Chicago and Joliet, IL. The project sponsor has informed FRA that it does not intend to pursue the environmental review for the project at this time.

- **HSR Project between Granite City, Illinois to St. Louis, Missouri:** FRA published this NOI on February 18, 2014 to study the increase of rail capacity associated with the Mississippi River crossings in the Granite City to St. Louis Tier 2 EIS. However, the project sponsor has informed FRA that it does not intend to pursue the environmental review for the project at this time.

- **ACEforward Program:** FRA published the NOI on September 18, 2013. The purpose of the EIS was to study the expansion of existing rail service between Stockton and San Jose, CA and extension of new rail service to Modesto and Merced, CA. However, the project sponsor has determined that the

original scope for the ACEforward EIS is no longer consistent with regional planning efforts for improved rail service throughout the corridor.

- **Milwaukee, WI to Minneapolis, MN Rail Corridor:** FRA published a revised NOI on May 24, 2013. The purpose of the EIS is to evaluate ways to improve passenger rail service from the Twin Cities, MN to Milwaukee, WI. The project sponsor has informed FRA that it does not wish to pursue the environmental review for the project at this time.

- **LOSSAN Rail Corridor Project:** FRA published the NOI for this project on January 1, 2011. The purpose of the EIS was to study ways to improve passenger rail service from Los Angeles through San Luis Obispo. The NOI is being rescinded as the service options on this corridor have been reevaluated in the updated California State Rail Plan.

- **Chicago to Detroit/Pontiac Corridor Investment Program:** FRA published the NOI on August 31, 2012. The purpose of the EIS was to study potential service options and corresponding infrastructure improvements between Chicago, IL, and Pontiac, MI. The project sponsor and FRA have agreed to rescind the NOI, however the associated alternatives analysis and service development plan may be used for further environmental reviews, where necessary.

Issued in Washington, DC.

**Jamie Rennert,**

*Office Director, Office of Program Delivery.*

[FR Doc. 2018-25993 Filed 11-29-18; 8:45 a.m.]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2018-0013; Notice 1]

#### Notice of Receipt of Petition for Decision that Nonconforming Model Year 2015 Bentley Continental Passenger Cars Are Eligible for Importation

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

**ACTION:** Receipt of petition.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that certain model year (MY) 2015 Bentley Continental passenger cars (PCs) 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 were certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the MY 2015 Bentley Continental PCs) and are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is December 31, 2018.

**ADDRESSES:** Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited in the title of this notice and must be submitted by any of the following methods:

- **Mail:** Send comments by mail addressed to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** Deliver comments by hand to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except for Federal Holidays.

- **Electronically:** Submit comments electronically by logging onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Follow the online instructions for submitting comments.

- Comments may also be faxed to (202) 493-2251.

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 comments you have submitted by mail were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to [https://www.regulations.gov](https://www.regulations.gov/), including any personal information provided.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at [https://www.regulations.gov](https://www.regulations.gov/) by following the online instructions for accessing the

dockets. The docket ID number for this petition is shown in the heading of this notice.

DOT's complete Privacy Act Statement is available for review in a **Federal Register** notice published on April 11, 2000, (65 FR 19477-78).

**FOR FURTHER INFORMATION CONTACT:** Neil Thurgood, Office of Vehicle Safety Compliance, NHTSA, telephone (202) 366-0712.

**SUPPLEMENTARY INFORMATION:**

*I. History:* Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS (49 CFR 571) 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 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, *Processing of Petitions*, NHTSA publishes notices 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**.

*II. Summary of Petition:* Wallace Environmental Testing Laboratories (WETL), of Houston, Texas (Registered Importer R-90-005) has petitioned NHTSA to decide whether nonconforming MY 2015 Bentley Continental PCs are eligible for importation into the United States. The vehicles that WETL believes are substantially similar are MY 2015 Bentley Continental PCs manufactured for sale in the United States, and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner submitted information with its petition intended to demonstrate that the subject non-U.S.-certified vehicles, as originally manufactured, conform to many applicable 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 the non-U.S.-certified MY 2015 Bentley

Continental PCs, as originally manufactured, conforms to: Standard Nos. 102 *Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect*, 103 *Windshield Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 110 *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 Pounds) or Less*, 113 *Hood Latch System*, 116 *Motor Vehicle Brake Fluids*, 118 *Power-Operated Window, Partition, and Roof Panel Systems*, 124 *Accelerator Control Systems*, 126 *Electronic Stability Control Systems for Light Vehicles*, 135 *Light Vehicle Brake Systems*, 138 *Tire Pressure Monitoring Systems*, 201 *Occupant Protection in Interior Impact*, 202a *Head Restraints; Mandatory Applicability Begins on September 1, 2009*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Mounting*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance; Applicable unless a Vehicle is Certified to § 571.216a*, 219 *Windshield Zone Intrusion*, 225 *Child Restraint Anchorage Systems*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

The petitioner also contends that the subject non-U.S.-certified passenger cars are capable of being readily altered to meet the following standards in the manners indicated:

Standard No. 101 *Controls and Displays:* The brake warning telltale must be modified to show the word "BRAKE" when activated.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment:* Installation of the front and rear side-mounted reflex reflectors with U.S.-conforming components.

Standard No. 111 *Rear Visibility:* Replacement of the passenger side mirror with the U.S.-model or inscription of the required warning statement on the face of the existing mirror.

Standard No. 114 *Theft Protection and Rollaway Prevention:* Installation of a supplemental key warning buzzer or activation of the U.S.-version software to meet the requirements of this standard.

Standard No. 208 *Occupant Crash Protection:* Inspection to ascertain if the software and firmware installed in the vehicle are the same as the most up-to-date versions installed in the U.S.-

conforming version of the vehicle. Replacement of any software or firmware found not to be the most recent versions. Replacement of sun visors with U.S.-model components to meet the labeling requirements of FMVSS No. 208.

Standard No. 401 *Interior Trunk Release:* Installation of U.S.-model trunk release components to meet the requirements of this standard.

The petitioner further states that labels will be affixed to conform the vehicle to the requirements of 49 CFR parts 565 and 567, *VIN Content and Certification*, respectively.

*III. Comments:* All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and considered. Comments filed after the closing date will also be considered to the fullest extent possible and available for examination in the docket at the above addresses.

Once the petition is granted or denied, notice of the decision will be published in the **Federal Register** pursuant to the authority indicated at the end of this notice.

This notice of receipt of the subject petition does not represent any agency decision or other exercise of judgment concerning the merits of the petition. 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.

**Michael A. Cole,**

*Acting Director, Office of Vehicle Safety Compliance.*

[FR Doc. 2018-26054 Filed 11-29-18; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2018-0014; Notice 1]

#### Notice of Receipt of Petition for Decision That Nonconforming Model Year 2005 Chevrolet Corvette Passenger Cars Are Eligible for Importation

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

**ACTION:** Receipt of petition.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a