to 5:00 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency action by issuing a certain approval for the public transportation project listed below. The actions on the project, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the project. Interested parties may contact either the project sponsor or the 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 project as of the issuance date of this notice and all laws under which such actions were taken, including 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 [16 U.S.C. 470f], 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 project and action that is the subject of this notice follow:

Project name and location: The Geary Corridor Bus Rapid Transit (BRT) Project in San Francisco, California.

Project Sponsor: The San Francisco Municipal Transportation Authority (SFMTA), in coordination with San Francisco County Transportation Authority (SFCTA). *Project description:* The purpose of the Geary Corridor BRT Project is to enhance the performance, viability, and comfort level of transit and pedestrian travel along a 6.5-mile BRT corridor that connects to the Transbay Transit Center in northern San Francisco, California. The Geary corridor is a major thoroughfare, accommodating more than 50,000 daily person trips via public transit; auto volumes up to 44,000 vehicles per day; and tens of thousands of daily pedestrian trips. The project will implement BRT service with a combination of side-running and center-running bus-only lanes as well as within mixed-flow travel lanes along different segments of the 6.5-mile corridor. The project will implement higher-frequency bus service, new BRT stations, improvements to pedestrian features, and upgrades to traffic signals, including fiber-based transit signal priority to optimize bus service. Physical roadway and lane changes would occur between Market Street and 34th Avenue while bus service amenities and improvements would be provided along the Geary corridor from the Transbay Transit Center to 48th Avenue. The proposed project was the subject of the Geary Corridor Bus Rapid Transit Project Final Environmental Impact Statement (Final EIS)/Record of Decision (ROD), dated June 1, 2018. The project's notice of availability for the Final EIS was published in the **Federal Register** on June 15, 2018.

Final agency actions: Section 4(f) determination, dated June 1, 2018; Section 106 finding of no adverse effect on historic properties dated October 17, 2017; project-level air quality conformity; and ROD, dated June 1, 2018. Supporting documentation: The Geary Corridor Bus Rapid Transit Project Final Environmental Impact Statement (Final EIS) with Record of Decision, dated June 1, 2018.

Elizabeth S. Riklin,

Deputy Associate Administrator for Planning and Environment.

[FR Doc. 2018–16684 Filed 8–2–18; 8:45 am]

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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 the Regional Transportation Commission of Washoe County's (RTC's) Virginia Street Bus RAPID Transit Extension project in Washoe County, Nevada. The project includes construction of a 1.8-mile extension to its existing bus rapid transit service (the RAPID) operating in the Virginia Street corridor from its existing northern terminus at the 4th Street Station transfer terminal in Downtown Reno to the University of Nevada, Reno campus. The purpose of the project is to increase transit ridership and connectivity, enhance pedestrian safety, and improve accessibility to transit in the Virginia Street corridor. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject project and to activate the limitation on any claims that may challenge this final environmental action.

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 project will be barred unless the claim is filed on or before December 31, 2018.

FOR FURTHER INFORMATION CONTACT: Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, (312) 353–2577, or Alan Tabachnick, Environmental Protection Specialist, Office of Environmental Programs, (202) 366–8541. 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 action by issuing a certain approval for the public transportation project listed below. The actions on the project, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the project. Interested parties may contact either the project sponsor or the 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 project as of the issuance date of this notice and all laws under which such actions were taken, including 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 [16 U.S.C. 470f], 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 project and action that is the subject of this notice follow:

Project name and location: The Regional Transportation Commission of Washoe County's (RTC's) Virginia Street Bus RAPID Transit Extension project in Washoe County, Nevada.

Project Sponsor: The Regional Transportation Commission of Washoe County's (RTC's). *Project description:* The project includes construction of a 1.8-mile extension to its existing bus rapid transit service (the RAPID) operating in the Virginia Street corridor from its existing northern terminus at the 4th Street Station transfer terminal in Downtown Reno to the University of

Nevada, Reno campus. The purpose of the project is to increase transit ridership and connectivity, enhance pedestrian safety, and improve accessibility to transit in the Virginia Street corridor. The project includes building five new RAPID stations and replacing three bus shelters with full RAPID stations; acquiring right-of-way; and creating exclusive bus lanes, traffic signal priority at five intersections, off-board fare collection, level boarding, and real-time bus arrival information at stations. The project also includes purchasing two electric buses, constructing two roundabouts at intersections to improve bus turning movements and enhance traffic operations and safety, and improving sidewalk and cross walk infrastructure to enhance the pedestrian and bicycle network and visibility in the corridor. Finally, the project includes parking and access management, utility relocations and drainage improvements. The project was the subject of the Virginia Street Bus RAPID Transit Extension Project Environmental Assessment, dated June 2018.

Final agency actions: Section 4(f) determination, dated June 12, 2018; Section 106 of the NHPA finding of No Adverse Effect, dated March 17, 2017; project-level air quality conformity; and Finding of No Significant Impact (FONSI), dated June 15, 2018.

Supporting documentation: The Virginia Street Bus RAPID Transit Extension Project Environmental Assessment in Washoe County, Nevada, dated June 2018.

Elizabeth S. Riklin,

Deputy Associate Administrator for Planning and Environment.

[FR Doc. 2018–16682 Filed 8–2–18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2018–0055]

New Car Assessment Program

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

ACTION: Notice of public meeting; request for comments.

SUMMARY: NHTSA's New Car Assessment Program (NCAP) provides comparative information on the safety of new vehicles to assist consumers with vehicle purchasing decisions. Significant changes to NCAP have been either suggested by NHTSA or mandated by Congress in recent years. In December 2015, Congress mandated that NHTSA conduct a rulemaking requiring that crash avoidance information be placed on the Monroney label of new vehicles. Later that same month, NHTSA published a ''request for comments'' (RFC) in which it sought public comments on planned changes to NCAP. This notice announces a public meeting to obtain up-to-date stakeholder input on the way forward for NCAP.

DATES: NHTSA will hold the public meeting on September 14, 2018, from 9 a.m. to 5 p.m., Eastern Daylight Time. Check-in will begin at 8 a.m. Attendees should arrive by 8 a.m. to allow sufficient time for security clearance. In addition to this meeting, the public will have the opportunity to submit written comments to the docket for this notice concerning matters addressed in this notice.

ADDRESSES: The public meeting will be held at DOT Headquarters, located at 1200 New Jersey Avenue SE, Washington, DC 20590–0001 (Green Line Metro station at Navy Yard) in the Oklahoma City Conference Room. This facility is accessible to individuals with disabilities.

FOR FURTHER INFORMATION CONTACT: You may contact Ms. Jennifer N. Dang, Division Chief, New Car Assessment Program, Office of Crashworthiness Standards (Telephone: 202–366–1810).

SUPPLEMENTARY INFORMATION:

I. Background

This notice announces the holding of a public meeting on September 14, 2018, to obtain up-to-date stakeholder input for use in planning the future of NCAP. The impetus for this meeting comes from developments relating to two events in December 2015. On December 4, 2015, the Fixing America's Surface Transportation (FAST) [1] Act was signed into law, which includes a mandate that NHTSA conduct a rulemaking to require the incorporation of crash avoidance information on the vehicle price stickers (also known as the Monroney labels) placed on the windows of new vehicles. On December 16, 2015, NHTSA announced in a **Federal Register** ''request for comments'' (RFC) [2] its plan to add new tools and techniques to NCAP.

NHTSA received nearly 300 sets of written comments on its December 2015 RFC.[3] The commenters included vehicle manufacturers, automotive suppliers, associations of vehicle manufacturers and suppliers, consumer advocacy groups, universities, and other individuals and organizations interested in vehicle safety. NHTSA also received oral comments at two public hearings, the first in Detroit, Michigan on January 14, 2016, and the second at DOT Headquarters in Washington, DC on January 29, 2016.[4]

Commenters across the spectrum raised a number of issues involving both data and procedures. Commenters stated the public comment period was inadequate for purposes of responding because of the complexity of the program upgrade, and that the technical information supporting the RFC was not sufficient to allow a full understanding of the contemplated changes. According to the commenters, this hindered their ability to prepare substantive public comments.

In addition, most vehicle manufacturers stated that the significant cost burden due to fitment of the contemplated new technologies and the inclusion of a new crash test and new test devices would increase the price of new vehicles. Manufacturers, along with safety advocates, also expressed the need for data demonstrating that each proposed program change would provide enough safety benefits to warrant its inclusion in NCAP. Safety and consumer advocates recommended that NCAP award credit only if the technologies meet certain human machine interface requirements. In addition, several commenters suggested that NHTSA develop near-term and long-term roadmaps for NCAP and revise NCAP in a more gradual, ''phased'' approach.

Furthermore, commenters suggested that most of the planned NCAP upgrades, including the new rating system, should only be adopted through a process similar in rigor to that of a notice and comment rulemaking conducted under the Administrative Procedure Act. Lastly, certain vehicle manufacturers were concerned that changing future vehicle designs in order to respond to a NCAP upgrade would have an adverse effect on compliance with fuel economy and greenhouse gas emissions requirements.

In light of the public comments and NHTSA's FAST Act mandate, NHTSA is requesting oral and written comments from the public to help guide the Agency in planning its next steps for NCAP. The Agency continues to believe that NCAP needs to be modernized to

[1] §§ 24321–22, Public Law 114–94.

[2] 80 FR 78521, December 16, 2015.

[3] The comments are available in Docket No. NHTSA–2015–0119 at *www.regulations.gov.*

[4] The transcripts are available in Docket No. NHTSA–2015–0119 at *www.regulations.gov.*