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An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by OEA will be served upon all parties of record and upon any other agencies or persons who comment during its preparation. Other interested persons may contact OEA to obtain a copy of the EA (or EIS). EAs in abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA generally will be within 30 days of its service.

Board decisions and notices are available on our website at www.stb.gov.

Decided: December 12, 2018.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Brendetta Jones,
Clearance Clerk.

[FR Doc. 2018-27261 Filed 12-14-18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice to Manufacturers of Lithium-ion Secondary Cell Battery Packs or Comparable Secondary Cell Battery Packs

AGENCY: Federal Aviation Administration (FAA), U.S. DOT.

ACTION: Notice; Request for Information.

SUMMARY: Projects funded under the Airport Improvement Program (AIP) must meet the requirements of Title 49 Buy American Preferences. The FAA is considering issuing waivers to foreign manufacturers of Lithium-ion Secondary Cell Battery Packs, or any comparable secondary cell battery packs, that meet the requirements of eligible airport-dedicated vehicles identified in Title 49 Zero-Emission Airport Vehicles and Infrastructure Program. This section allows the FAA to award Airport Improvement Program (AIP) grant funds for the acquisition and operation of zero-emissions vehicles (ZEVs) at an airport, including the construction or modification of infrastructure to facilitate the delivery of fuel and services necessary for the use of such vehicles. The FAA is requesting any information from battery makers on the availability of lithium-ion secondary cell battery packs or comparable products manufactured in the U.S. and capable of meeting heavy-duty transit

applications of the ZEV and “FAA Buy American” requirements of the AIP.

DATES: Information requested must be received by January 16, 2019.

FOR FURTHER INFORMATION CONTACT: Carlos N. Fields, Airport Planning and Programming, APP 520, Room 619, FAA, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-8826; email carlos.fields@faa.gov.

SUPPLEMENTARY INFORMATION: The FAA manages a Federal grant program for the planning and development of public-use airports called the Airport Improvement Program (AIP). AIP grant funds support awards made to eligible projects under the Airport Zero Emissions Vehicle (ZEV) and Infrastructure Pilot Program. All AIP grant recipients, regardless of program affiliation, must follow Title 49, U.S.C. 50101, Buy American Preferences.

Under Title 49, U.S.C. 50101(b)(2), the Secretary of Transportation may waive the Buy American Preference requirement if the goods are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality.

The purpose of this notice is to request manufacturers of small-form-factor secondary cells meeting the needs of particular airport applications, including heavy-duty transit equipment under the ZEV program, to submit a statement of interest and product description, a completed FAA Product Content Percentage Worksheet, and Product Final Assembly Questionnaire. Both forms are located on the FAA website: https://www.faa.gov/airports/aip/buy_american/. The submission must be sent via email and on company letterhead.

The FAA needs to determine if there is a sufficient quantity of lithium (or comparable) secondary cells produced in the United States capable of meeting the requirements to equip eligible airport-dedicated vehicles identified in Title 49, U.S.C. 47136a, Zero-Emission Airport Vehicles and Infrastructure.

If the FAA finds that lithium or comparable cells produced in the United States are not sufficiently available in both quantity and quality, then it may recommend to the Secretary of Transportation to issue a nationwide waiver to the foreign manufacturer(s) identified as being capable of meeting the technical requirements of eligible airport-dedicated vehicles identified in Title 49, U.S.C. 47136a, Zero-Emission Airport Vehicles and Infrastructure.

The FAA may recommend final approval of the waiver to the Secretary of Transportation, who has final decision authority.

Waivers will not be issued for manufacturers that do not fully meet the technical requirements. This “nationwide waiver” would signify the eligibility of equipment to be used on airport projects without having to receive separate project specific waivers. Having a nationwide waiver allows projects to start quickly without have to wait for the Buy American analysis to be completed for every project.

Issued in Washington, DC on December 11, 2018.

Michael S. Hines,
Acting Manager, Airports Financial Assistance Division.

[FR Doc. 2018-27252 Filed 12-14-18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2018-0086]

Petition for Waiver of Compliance

Under part 211 of Title 49 Code of Federal Regulations (CFR), this provides the public notice that on October 5, 2018, the Texas State Railroad (TSR), on behalf of the Texas & Eastern Railroad, a subsidiary of The Western Group, petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 215 and 224. FRA assigned the petition Docket Number FRA-2018-0086.

Specifically, TSR requests relief from 49 CFR 215.303, *Stenciling of restricted cars*, and 49 CFR part 224, *Reflectorization of Rail Freight Rolling Stock*, for 14 TSR freight cars. Each of these freight cars is more than 50 years old, measured from the date of original construction, and is the subject of a parallel petition for Special Approval for continued operation under § 215.203(c). TSR states that the required stenciling and reflectorization would violate the historic impression that the cars are maintained to preserve.

TSR further states that these freight cars have been inspected by its shop personnel and have been deemed safe for service. The restricted cars are limited in their service by speed, lading and territory, specifically, its 29-mile railroad, at speeds not exceeding 25 miles per hour, with light tonnage (if any), in accordance with Part 215. The cars will never be subject to regular railroad interchange operations. TSR states that its restricted cars will always be operated in a context that ensures that each car and its restrictions and