

to lease and operate the Line. The Port asserts that service to customers will not be affected because both BNSF and UP hold operating rights to serve all customers and have stated their willingness to provide all service once Tri-City's service ends.

In decisions served in this proceeding on October 31, 2018, and February 21, 2019, the Port was granted exemptions from several statutory provisions as well as waivers of certain Board regulations that the Board concluded were unnecessary, difficult, or impossible for the Port to comply with in filing its application.

According to the Port, the Line does not contain federally granted rights-of-way. Any documentation in the Port's possession will be made available promptly to those requesting it. The Port's entire case for discontinuance was filed with the application.

Any interested person may file written comments concerning the proposed adverse discontinuance or protests (including protestant's entire opposition case) by April 15, 2019. Persons who may oppose the proposed adverse discontinuance but who do not wish to participate fully in the process by submitting verified statements of witnesses containing detailed evidence should file comments. Persons opposing the proposed adverse discontinuance who wish to participate actively and fully in the process should file a protest, observing the filing, service, and content requirements of 49 CFR 1152.25. The Port's reply is due by April 29, 2019.

All filings in response to this notice must refer to Docket No. AB 1270 and must be sent to: (1) Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001; (2) John D. Heffner, Clark Hill, PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004; and (3) Eric Hocky, Clark Hill, PLC, 2005 Market Street, Philadelphia, PA 19103.

Filings may be submitted either via the Board's e-filing format or in the traditional paper format. Any person using e-filing should comply with the instructions found on the Board's website at [www.stb.gov](http://www.stb.gov), at the "E-FILING" link. Any person submitting a filing in the traditional paper format should send the original and 10 copies of the filing to the Board with a certificate of service. Except as otherwise set forth in 49 CFR pt. 1152, every document filed with the Board must be served on all parties to this adverse discontinuance proceeding. 49 CFR 1104.12(a).

Persons seeking further information concerning discontinuance procedures may contact the Board's Office of Public

Assistance, Governmental Affairs, and Compliance at (202) 245-0238 or refer to the full discontinuance regulations at 49 CFR pt. 1152. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: March 14, 2019.

By the Board, Allison C. Davis, Acting Director, Office of Proceedings.

**Jeffrey Herzig,**  
*Clearance Clerk.*

[FR Doc. 2019-05154 Filed 3-18-19; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2019-0153]

#### Recommendations for Facilities Realignments To Support Transition to NextGen as Part of Section 804 of the FAA Modernization and Reform Act of 2012—Parts 4 & 5; Request for Comments

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** This document announces the availability of the FAA National Facilities Realignment and Consolidation Report, Parts 4 & 5. The report was developed in response to Section 804 of the FAA Modernization and Reform Act of 2012. The report and recommendations contained therein have been developed collaboratively with the National Air Traffic Controllers Association (NATCA) and the Professional Aviation Safety Specialists (PASS) labor unions and with input from stakeholders. The FAA seeks comments on this report.

**DATES:** Send comments on or before May 3, 2019.

**ADDRESSES:** Send comments identified by docket number FAA-2019-0153 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.
- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.
- *Hand Delivery or Courier:* Take comments to Docket Operations in

Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

• *Fax:* Fax comments to Docket Operations at 202-493-2251.

*Privacy:* The FAA will post all comments it receives, without change, to <http://www.regulations.gov>, including any personal information the commenter provides. Using the search function of the docket website, anyone can find and read the electronic form of all comments received into any FAA dockets, including name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT's complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477-19478), as well as at <http://DocketsInfo.dot.gov>.

*Docket:* Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or visit Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** William Middleswart, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; email: [Section804-Public-Comments@faa.gov](mailto:Section804-Public-Comments@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

Section 804 of the FAA Modernization and Reform Act of 2012 (Pub. L. 112-95) requires the FAA to develop a plan for realigning and consolidating facilities in an effort to support the transition to NextGen and reduce costs where such cost reductions can be implemented without adversely affecting safety. To address Section 804 requirements, the FAA formed a collaborative workgroup of representatives from the FAA and NATCA and PASS labor unions to develop a comprehensive process to analyze different realignment and consolidation scenarios. The collaborative process takes into account the following factors and criteria when prioritizing facilities for realignment analysis: NextGen readiness; operational and airspace factors; existing facility conditions and workforce impacts; industry stakeholder input; costs and benefits associated with each potential realignment alternative; facilities and

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.<sup>1</sup> 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/](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

<sup>1</sup> 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).

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.*

[FR Doc. 2019-05165 Filed 3-18-19; 8:45 am]

**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