

safety, socioeconomic and environmental justice issues. The final range of issues to be addressed in the environmental review will be determined, in part, from scoping comments received. The preliminary identification of reasonable alternatives and environmental issues in this notice is not meant to be exhaustive or final.

### Public Participation

TVA is interested in an open process and wants input from the community. The public is invited to submit comments on the scope of this EIS no later than the date identified in the "Dates" section of this notice. Federal, state and local agencies and Native American Tribes are also invited to provide comments.

After consideration of comments received during the scoping period, TVA will develop and distribute a scoping document that will summarize public and agency comments that were received and identify the schedule for completing the EIS process. Following analysis of the issues, TVA will prepare a draft EIS for public review and comment. In making its final decision, TVA will consider the analyses in this EIS and substantive comments that it receives. A final decision on proceeding with the management and final disposal of CCR and closure of the surface impoundments will depend on a number of factors. These include results of the EIS, requirements of the CCR Rule, relevant state law requirements, engineering and risk evaluations, and financial considerations.

TVA anticipates holding a community meeting near ALF after releasing the Draft EIS. Meeting details will be posted on TVA's website. TVA expects to release the Draft EIS in the Fall of 2019.

**Authority:** 40 CFR 1501.7.

**M. Susan Smelley,**

*Director, Environmental Compliance and Operations.*

[FR Doc. 2018-25914 Filed 11-29-18; 8:45 am]

**BILLING CODE 8120-08-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Office of Commercial Space Transportation: Notice of Availability and Request for Comment on the Draft Environmental Assessment for Issuing SpaceX a Launch License for an In-Flight Dragon Abort Test, Kennedy Space Center, Brevard County, Florida

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability and request for comment.

**SUMMARY:** In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), Council on Environmental Quality NEPA implementing regulations, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of and requesting comment on the Draft Environmental Assessment for Issuing SpaceX a Launch License for an In-flight Dragon Abort Test, Kennedy Space Center, Brevard County, Florida (Draft EA).

**DATES:** Comments must be received on or before December 31, 2018.

**ADDRESSES:** Comments should be mailed to Daniel Czelusniak, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue SW, Suite 325, Washington, DC 20591. Comments may also be submitted by email to [SpaceXDragonAbortEA@icf.com](mailto:SpaceXDragonAbortEA@icf.com).

**FOR FURTHER INFORMATION CONTACT:** Daniel Czelusniak, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue SW, Suite 325, Washington, DC 20591; phone (202) 267-5924; email [SpaceXDragonAbortEA@icf.com](mailto:SpaceXDragonAbortEA@icf.com).

**SUPPLEMENTARY INFORMATION:** The FAA is evaluating SpaceX's proposal to conduct a one-time in-flight Dragon abort test at Kennedy Space Center's Launch Complex 39A, which would require the FAA to issue a launch license. Issuing a launch license is considered a Federal action subject to environmental review under NEPA. Under the Proposed Action, the FAA would issue a license to SpaceX, which would authorize SpaceX to conduct the abort test using a Falcon 9 launch vehicle and a Dragon-2 (*i.e.*, SpaceX's crew version of Dragon). Dragon-2 was developed with the intent to carry astronauts. The proposed abort test is part of SpaceX's commercial crew certification process with the National Aeronautics and Space Administration (NASA). The abort test is scheduled to occur in 2019.

Alternatives under consideration include the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not issue a license to SpaceX to conduct the abort test, and therefore SpaceX would not conduct the abort test.

The Draft EA evaluates the potential environmental impacts from the Proposed Action and No Action Alternative on visual effects (including light emissions); coastal resources; air

quality; climate; noise and noise-compatible land use; biological resources; water resources (surface waters); hazardous materials, solid waste, and pollution prevention; and historical, architectural, archeological, and cultural resources. Potential cumulative impacts are also addressed in the Draft EA.

The FAA has posted the Draft EA on the FAA Office of Commercial Space Transportation website: [https://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/environmental/nepa\\_docs/review/launch/](https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/launch/).

The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EA. Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask the FAA in your comment to withhold from public review your personal identifying information, the FAA cannot guarantee that we will be able to do so.

Issued in Washington, DC, on November 15, 2018.

**Daniel Murray,**

*Manager, Space Transportation Development Division.*

[FR Doc. 2018-26075 Filed 11-29-18; 8:45 am]

**BILLING CODE 4910-13-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice Rescinding Eight Notices of Intent To Prepare Environmental Impact Statements

**AGENCY:** Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** The Federal Railroad Administration (FRA) is issuing this notice to advise the public that FRA is rescinding the Notices of Intent (NOI) for the following Environmental Impact Statements (EIS): The Pennsylvania Maglev Proposal; the Tupelo Railroad Relocation Planning and Environmental Study; the Tier 2 EIS for the Chicago to Joliet High-Speed Rail (HSR) Project; the Tier 2 EIS for the HSR Project between Granite City, IL to St. Louis, MO HSR Project; EIS for the ACEforward Program; EIS for the Milwaukee, WI to Minneapolis, MN Rail Corridor; 7) the Los Angeles to San Louis Obispo North

(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