

South 78 degrees 38 minutes 08 seconds West; (11) thence Southerly along said curve 542.08 feet to a point which bears South 70 degrees 51 minutes 16 seconds East from said radius point; thence South 89 degrees 49 minutes 51 seconds West 324.15 feet to the West line of the Southeast Quarter of said Southwest Quarter; thence North 00 degrees 13 minutes 59 seconds East along said West line 36.79 feet; thence North 31 degrees 43 minutes 44 seconds East 23.98 feet; thence North 08 degrees 29 minutes 54 seconds East 82.76 feet; thence North 01 degrees 01 minutes 08 seconds East 683.53 feet; thence North 04 degrees 01 minutes 07 seconds West 83.77 feet; thence North 00 degrees 50 minutes 54 seconds West 119.54 feet; thence North 00 degrees 17 minutes 49 seconds East 472.07 feet; thence North 00 degrees 19 minutes 50 seconds West 305.06 feet; thence North 01 degrees 25 minutes 46 seconds West 152.36 feet; thence North 01 degrees 11 minutes 17 seconds West 70.04 feet; thence North 01 degrees 06 minutes 50 seconds East 49.53 feet; thence North 03 degrees 17 minutes 08 seconds East 43.07 feet; thence North 00 degrees 39 minutes 00 seconds East 81.08 feet; thence North 33 degrees 45 minutes 21 seconds East 18.85 feet; thence North 00 degrees 16 minutes 28 seconds East 485.90 feet to a tangent curve to the right having a radius of 550.00 feet, the radius point of which bears South 89 degrees 43 minutes 32 seconds East; thence Northeasterly along said curve 426.24 feet to a point which bears North 45 degrees 19 minutes 22 seconds West from said radius point; thence North 44 degrees 40 minutes 38 seconds East 235.22 feet to a tangent curve to the right having a radius of 100.00 feet, the radius point of which bears South 45 degrees 19 minutes 22 seconds East; thence Northeasterly and Southeasterly along said curve 138.81 feet to a point which bears North 34 degrees 12 minutes 36 seconds East from said radius point; thence South 55 degrees 47 minutes 24 seconds East 567.98 feet; thence South 34 degrees 12 minutes 36 seconds West 14.44 feet; thence South 55 degrees 44 minutes 38 seconds East 99.42 feet; thence South 43 degrees 46 minutes 58 seconds West 320.14 feet to the POINT OF BEGINNING, containing 28.142 acres, more or less.

Parcel 3: A part of the Southwest Quarter of Section 33, Township 15 North, Range 2 East, Decatur Township, Marion County, Indiana, more particularly described as follows: Commencing at a brass disk (IAA monument 33-O) found at the Northwest corner of the Southwest

Quarter of said Section 33; thence North 88 degrees 54 minutes 54 seconds East (all bearings are based on the Indiana State Plane Coordinate system, East Zone (NAD83)) along the North line of said Southwest Quarter 282.06 feet; thence South 00 degrees 04 minutes 49 seconds East 678.14 feet to the POINT OF BEGINNING; thence North 62 degrees 27 minutes 55 seconds East 631.93 feet; thence North 89 degrees 11 minutes 48 seconds East 470.68 feet; thence South 00 degrees 13 minutes 06 seconds East 401.01 feet; thence South 03 degrees 26 minutes 30 seconds West 62.55 feet; thence South 02 degrees 01 minutes 10 seconds East 134.76 feet; thence South 00 degrees 12 minutes 32 seconds East 174.65 feet; thence South 01 degrees 10 minutes 11 seconds West 157.84 feet to the South line of the Northwest Quarter of said Southwest Quarter; thence South 88 degrees 57 minutes 19 seconds West along said South line 1030.18 feet; thence North 00 degrees 04 minutes 49 seconds West 650.62 feet to the POINT OF BEGINNING, containing 20.265 acres, more or less.

Issued in Des Plaines, Illinois, on September 5, 2014.

James G. Keefer,

Manager, Chicago Airports District Office, FAA, Great Lakes Region.

[FR Doc. 2014-22079 Filed 9-15-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2014-0284]

Commercial Driver's License Passenger Endorsement Requirements; Preparing a Report to Congress

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice; request for public comment.

SUMMARY: In response to section 32709 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the FMCSA requests public comments concerning the current knowledge and skills testing requirements for a commercial driver's license (CDL) passenger endorsement to determine whether improvements to the knowledge test, the examination of driving skills, and the application of the requirements are necessary to ensure the safe operation of commercial motor vehicles designed or used to transport passengers. Section 32709 requires the Secretary to submit a report to Congress

on the issue. FMCSA has reviewed information from State licensing agencies responsible for conducting such tests and now provides an opportunity for all interested parties to share their perspectives on this issue as the Agency completes its report to Congress.

DATES: Comments must be received on or before October 16, 2014.

ADDRESSES: You may submit comments identified by docket number FMCSA-2014-0284 using any one of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>.

- *Fax:* 202-493-2251.

- *Mail:* Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

- *Hand delivery:* Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

To avoid duplication, please use only one of these four methods. See the "Public Participation and Request for Comments" heading under the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Redmond, Office of Safety Programs, Commercial Driver's License Division, telephone (202) 366-5014 or email robert.redmond@dot.gov. FMCSA office hours are from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials.

Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA-2014-0284), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email

address, or a phone number in the body of your document so the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and click on the "Submit a Comment" box, which will then become highlighted in blue. In the "Document Type" drop down menu, select "Rules," insert "FMCSA-2014-0284" in the "Keyword" box, and click "Search." When the new screen appears, click on "Submit a Comment" in the "Actions" column. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

FMCSA will consider all comments and material received during the comment period and may change this analysis based on your comments.

Viewing Comments and Documents

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov> and click on the "Read Comments" box in the upper right hand side of the screen. Then, in the "Keyword" box, insert "FMCSA-2014-0284" and click "Search." Next, click "Open Docket Folder" in the "Actions" column. Finally, in the "Title" column, click on the document you would like to review. If you do not have access to the Internet, you may view the docket online by visiting the Docket Management Facility in Room W12-140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays.

Privacy Act

All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. Anyone may search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on January 17, 2008 (73 FR 3316), or you may visit <http://edocket.access.gpo.gov/2008/pdf/E8-785.pdf>.

II. Background

In October 1986, Congress passed the Commercial Motor Vehicle Safety Act. This act included a provision that, by April 1, 1992, all commercial drivers had to pass knowledge and skills tests that met standards established by the Federal Highway Administration (FHWA), FMCSA's predecessor agency. At that time, FHWA began working with the American Association of Motor Vehicle Administrators (AAMVA) to develop and maintain a CDL test system.

As a result of this work, a document entitled "Requirements for a CDL Test Maintenance System" was developed. This document required that a CDL knowledge test meet the requirements in Subpart G of Part 383 of Title 49, Code of Federal Regulations (CFR) and AAMVA's "Manual for the Administration and Development of CDL Knowledge Test." Additionally, AAMVA and FHWA developed a "Requirements Document for the Development of Computer-Generated Multiple Choice CDL Knowledge Tests." This document was used by AAMVA to select vendors for the development of automated testing software.

The contractor developed software generated tests from a pool of 600 questions. Requirements of the algorithm for each test included that the difficulty level must fall within a 10-point range determined by AAMVA; that each test had to contain 25 percent new questions from the previous test; and that the locations of identical questions had to be different from the previous test.

In 1998, Congress passed the Transportation Equity Act for the 21st Century which required the Secretary to evaluate CDL testing practices to determine if they were an accurate reflection of the knowledge and skills required by CDL drivers. As a result, in 2000, an analysis was completed indicating a need to update the 600-question pool with additional knowledge areas concerning the following:

- Dealing with aggressive drivers, road rage, and running red lights.
- Dealing with distractions in the vehicle, such as cell phones, on board records, and its equipment.
- Driver fatigue, sleep, and rest.
- Anti-lock braking systems.

2005 Test System

In 2005, AAMVA released the updated version of the CDL knowledge and skills testing system, including the knowledge question pool. The 2005 CDL Test System was the result of 6 years of

research by AAMVA, with assistance from several State Driver Licensing Agencies (SDLA) and driver training schools. The test system was piloted by Delaware, Indiana, and New York.

All three parts of the skills test, including the passenger endorsement skills test, were revised and updated to better evaluate the applicant's skills in operating a commercial motor vehicle. The scoring of all three parts of the skills test, including the passenger endorsement skills test, was revised to create more scoring opportunities requiring the applicant to be more precise in demonstrating his/her skills in operating a commercial motor vehicle. After the 2005 CDL Test System was developed, the SDLAs were given opportunities in 2008 and 2009 to review and suggest edits and revisions before the 2010 version was released.

Previous FMCSA Rulemaking

On April 9, 2008, FMCSA published a notice of proposed rulemaking (NPRM) titled, "Commercial Driver's Licensing Testing and Commercial Learner's Permit Standards" [73 FR 19282]. The comment period was extended to July 8, 2008. The NPRM proposed requiring the States to fully implement the July 2010 version of the 2005 CDL Test System. A copy of this document is included in the docket referenced at the beginning of this notice.

The final rule version published on May 9, 2011, added more CDL driver restrictions for applicants who did not take the skills test in a vehicle equipped with a full air brake system or no air brakes and for applicants who did not take the skills test in a vehicle equipped with a manual transmission [76 FR 26854]. The final rule also reemphasized the fact that a passenger endorsement is class specific. The rule also required the SDLA to restrict the applicant for a passenger endorsement to the class of passenger vehicle in which the applicant took the skills test and any lower class of passenger vehicle.

The May 2011 final rule required States to be in compliance with the new requirements in 49 CFR Part 384 Subpart B by July 8, 2014. The Agency received 34 petitions for reconsideration of the rule. As a result, on March 25, 2013, the Agency published a final rule that set a new compliance date for these requirements of July 8, 2015.

III. Request for Public Comments

Section 32709 of MAP-21 requires the Secretary to review and assess the current knowledge and skill testing requirements for a CDL passenger

endorsement to determine what improvements to the knowledge test, the examination of driving skills, and the application of such requirements are necessary to ensure the safe operation of commercial motor vehicles designed or used to transport passengers. FMCSA requests public comments on whether improvements to the knowledge and skills tests, beyond those in the 2005 CDL Test system that will become effective next year, are necessary. The Agency will consider all comments received in preparing its report to Congress.

Issued on: September 8, 2014.

T.F. Scott Darling, III,
Acting Administrator.

[FR Doc. 2014-21995 Filed 9-15-14; 8:45 am]

BILLING CODE 4910-EX-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 San Francisco, CA; Mukilteo, WA; and Santa Clara County, CA. 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 Section 139(l) of Title 23, United States Code (U.S.C.). 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 February 13, 2015.

FOR FURTHER INFORMATION CONTACT:

Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, (312) 353-2577 or Terence Plaskon, Environmental Protection Specialist, Office of Human and Natural Environment, (202) 366-0442. FTA is located at 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 9:00 a.m. to 5:30 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 project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the projects. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information on the project. Contact information for FTA's Regional Offices may be found at <http://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) of the Department of Transportation Act of 1966 [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 projects and actions that are the subject of this notice are:

1. *Project name and location:* Downtown San Francisco Ferry Terminal Expansion Project, San Francisco, CA. *Project sponsor:* San Francisco Bay Area Water Emergency Transportation Authority (WETA). *Project description:* The project is the expansion and improvement of the Ferry Terminal at the San Francisco Ferry Building to accommodate the existing and future planned water transit service outlined in WETA's Implementation and Operations Plan for the San Francisco Bay Area. The project includes demolition, removal, repair, and replacement of existing facilities, as well as construction of three new gates, overwater berthing facilities, and supportive landside improvements (such as boarding areas, passenger waiting and queuing areas, and circulation improvements). *Final agency actions:* Section 4(f) *de minimis* impact determination; Section 106 finding of no adverse effect; project-level air quality conformity; and a Record of Decision (ROD), dated August 22, 2014. *Supporting documentation:* Final Environmental Impact Statement/ Environmental Impact Report, dated August 22, 2014.

2. *Project name and location:* Mukilteo Multimodal Project, Mukilteo, WA. *Project sponsor:* Washington State Department of Transportation (WSDOT). *Project description:* The project is designed to improve the operations and

facilities serving the mainland terminus of the Mukilteo-Clinton ferry route. The project will construct in-water and upland facilities for ferry terminal operations, provide a six-bay transit center, and improve connections to Sound Transit's Sounder commuter rail at Mukilteo Station. The project will also remove the existing ferry slip and all of its marine structures, including the Port of Everett-owned public fishing pier and day moorage. The project will reconstruct the fishing pier and day moorage near the new multimodal facility. *Final agency actions:* Section 4(f) determination; a Section 106 Memorandum of Agreement; project-level air quality conformity; and a Record of Decision (ROD), dated August 22, 2014. *Supporting documentation:* Final Environmental Impact Statement, dated June 2013.

3. *Project name and location:* Vasona Corridor Light Rail Transit Extension Project, Santa Clara County, CA. *Project sponsor:* Santa Clara Valley Transportation Authority (SCVTA). *Project description:* The FTA issued a Record of Decision (ROD) for the Vasona Corridor Light Rail Transit (LRT) project in June 2000. Construction between downtown San Jose and Winchester Station in Campbell began in 2001. Passenger service started in 2005. The southernmost portion of the project between the Winchester Station and the Vasona Junction Station in Los Gatos was not constructed due to insufficient funding. The Vasona Corridor LRT Extension Project would complete the line as originally planned by extending the existing line 11.6 miles from the existing Winchester Station to a new Vasona Junction Station. The extension includes constructing a double set of LRT tracks; lengthening the six existing station platforms along the Vasona Corridor to accommodate longer train sets; increasing parking capacity and improving pedestrian access at Winchester Station; constructing a new Hacienda Station with an optional park-and-ride lot; a new Vasona Junction Station with a park-and-ride lot, as well as end-of-the-line facilities. This notice only applies to the discrete actions taken by the FTA at this time. Nothing in this notice affects the FTA's previous decisions, or notice thereof, for this project. *Final agency actions:* No use determination of Section 4(f) resources; Section 106 finding of no adverse effect; project-level air quality conformity; and Amended Record of Decision, dated August 22, 2014. *Supporting documentation:* Supplemental Environmental Assessment, dated January 2014.