

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:* Gilbert Road Light Rail Transit Extension, Mesa, AZ. *Project sponsor:* Valley Metro. *Project description:* The proposed project will construct a 1.9-mile light rail extension to the region's light rail system from the future eastern terminus near the intersection of Main Street/Mesa Drive (part of the Central Mesa Extension project currently under construction) east to the intersection of Main Street/Gilbert Road, in Mesa. Valley Metro will construct two stations and a new park-and-ride facility near the Main Street/Gilbert Road station. *Final agency actions:* Section 4(f) *de minimis* impact determination; Section 106 finding of no adverse effect; project-level air quality conformity; and Finding of No Significant Impact (FONSI), dated November 15, 2013. *Supporting documentation:* Environmental Assessment, dated June 2013.

2. *Project name and location:* Azusa Intermodal Transit Facility Project, Azusa, CA. *Project sponsor:* Foothill Transit. *Project description:* The proposed project would construct an approximately 36 to 38-foot tall parking structure with up to 550 parking spaces, including rooftop parking. The proposed project also includes four bus bays for loading and unloading passengers and for layovers. An additional bus bay may include space for an electric bus charging station. The

parking structure would be located north of the Azusa Civic Center and adjacent to the planned Los Angeles County Metropolitan Transportation Authority Gold Line (Metro Gold Line) Foothill Extension Azusa-Alameda Station. *Final agency actions:* No use determination of Section 4(f) resources; Section 106 finding of no adverse effect; project-level air quality conformity; and Finding of No Significant Impact (FONSI), dated November 29, 2013. *Supporting documentation:* Environmental Assessment, dated July 2013.

3. *Project name and location:* Van Ness Bus Rapid Transit Project, San Francisco, CA. *Project sponsor:* San Francisco County Transportation Authority (SFCTA), in coordination with San Francisco Municipal Transportation Agency (SFMTA). *Project description:* The proposed project would convert two mixed-flow traffic lanes (one southbound and one northbound) into two dedicated transit lanes and implement bus rapid transit (BRT) service on Van Ness Avenue, extending approximately two miles from Mission Street in the south to Lombard Street in the north. The project would also replace the Overhead Contact System support poles/streetlights from Mission Street north to North Point Street and include street-scaping throughout the corridor. The project proposes consolidation and removal of existing bus stops in each direction to reduce dwell time delays and improve service reliability. The project includes nine northbound and nine southbound center lane stations. *Final agency actions:* No use determination of Section 4(f) resources; Section 106 finding of no adverse effect; project-level air quality conformity; and Record of Decision (ROD), dated December 20, 2013. *Supporting documentation:* Final Environmental Impact Statement/Environmental Impact Report, dated July 2013.

4. *Project name and location:* East Side Access, New York, NY. *Project sponsor:* Metropolitan Transportation Authority (MTA). *Project description:* The East Side Access Project will connect the Long Island Rail Road's (LIRR) Main and Port Washington Lines in Queens to a new LIRR terminal beneath Grand Central Terminal in Manhattan. The MTA evaluated various project changes in six previous technical memoranda. In Technical Memorandum No. 7, the MTA proposed to extend the use of the 37th Street shafts for tunnel access, including materials and concrete delivery and personnel access, until the second quarter of 2016. This notice only applies

to the discrete action taken by FTA at this time, as described below. Nothing in this notice affects FTA's previous decisions, or notice thereof, for this project. *Final agency actions:* FTA determination that neither a supplemental environmental impact statement nor a supplemental environmental assessment is necessary. *Supporting documentation:* Technical Memorandum No. 7—37th Street Shaft—Construction Access, dated September 2013.

**Lucy Garliauskas,**

*Associate Administrator Planning and Environment.*

[FR Doc. 2013–31395 Filed 12–31–13; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2013–0105; Notice 1]

#### Notice of Receipt of Petition for Decision that Nonconforming 1994 and 1997 Westfalia 14 Foot Double Axle Cargo Trailers Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, 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 1994 and 1997 Westfalia 14 Foot Double Axle Cargo Trailers 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 have safety features that comply with, or are capable of being altered to comply with, all such standards.

**DATES:** The closing date for comments on the petition is February 3, 2014.

**ADDRESSES:** Comments should refer to the docket and notice numbers above and be submitted by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

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

- *Hand Delivery or Courier:* West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., between

9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

• *Fax:* 202-493-2251.

**Instructions:** 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 your comments were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

**Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or 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 April 11, 2000 (65 FR 19477-78).

**How to Read Comments submitted to the Docket:** You may read the comments received by Docket Management at the address and times given above. You may also view the documents from the Internet at <http://www.regulations.gov>. Follow the online instructions for accessing the dockets. The docket ID number and title of this notice are shown at the heading of this document notice. Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically search the Docket for new material.

**FOR FURTHER INFORMATION CONTACT:** Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 30141(a)(1)(B), a motor vehicle, including a trailer, that was not originally manufactured to conform to all applicable FMVSS, and has no substantially similar U.S.-certified counterpart, shall be refused admission into the United States unless NHTSA has decided that the motor vehicle has safety features that comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence as NHTSA decides to be adequate.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Wallace Environmental Testing Laboratories, Inc. (WETL) of Houston, Texas (Registered Importer R-90-005) has petitioned NHTSA to decide whether nonconforming 1994 and 1997 Westfalia 14 Foot Double Axle Cargo Trailers are eligible for importation into the United States. WETL believes these vehicles are capable of being modified to meet all applicable FMVSS.

WETL submitted information with its petition intended to demonstrate that 1994 and 1997 Westfalia 14 Foot Double Axle Cargo Trailers are capable of being altered to comply with all standards to which they were not originally manufactured to conform.

The petitioner contends that the nonconforming 1994 and 1997 Westfalia 14 Foot Double Axle Cargo Trailers are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment:* installation of conforming Turn Signals, Stop Lamps, Side Marker Lamps, Reflex Reflectors, and a License Plate Lamp in a manner consistent with requirements of the standard.

Standard No. 119 *New Pneumatic Tires for Vehicles other than Passenger Cars:* installation of tire and rim combinations meeting the vehicle's gross vehicle and gross axle weight ratings (GVWR and GAWR) and other requirements of the standard if the vehicle is not already so equipped.

Standard No. 120 *Tire Selection and Rims for Motor Vehicles Other than Passenger Cars:* installation of a tire information placard conforming with the standard and inspection and replacement of any nonconforming rims with ones conforming to the standard.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above addresses both before and after that date. To the extent possible, comments filed after the closing date will also be considered.

Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

**Authority:** 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.95 and 501.8.

Issued on: December 27, 2013.

**Claude H. Harris,**

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. 2013-31397 Filed 12-31-13; 8:45 am]

**BILLING CODE 4910-59-P**

**DEPARTMENT OF THE TREASURY**

**Privacy Act of 1974; Systems of Records**

**AGENCY:** Department of the Treasury.

**ACTION:** Notice of systems of records.

**SUMMARY:** In accordance with the requirements of the Privacy Act of 1974, as amended, 5 U.S.C. 552a, the Department is publishing its Privacy Act systems of records.

**SUPPLEMENTARY INFORMATION:** Pursuant to the Privacy Act of 1974, 5 U.S.C. 552a and the Office of Management and Budget (OMB) Circular No. A-130, the Department has completed a review of its Privacy Act systems of records notices to identify minor changes that will more accurately describe these records. Minor changes throughout the document are editorial in nature and consist principally of changes to system locations, system manager addresses, and revisions to organizational titles. The Treasury-wide notices were last published in their entirety on September 7, 2010, at 75 FR 54423.

Treasury .004 Freedom of Information Act/Privacy Act Request Records has been updated to include a new routine use statement in accordance with FOIA (5 U.S.C. 552) to create Office of Government Information Services (OGIS) within the National Archives and Records Administration "(10) To the National Archives and Records Administration, Office of Government Information Services (OGIS), to the extent necessary to fulfill its responsibilities in 5 U.S.C. § 552(b), to review administrative agency policies, procedures and compliance with the Freedom of Information Act (FOIA), and to facilitate OGIS' offering of mediation services to resolve disputes between persons making FOIA requests and administrative agencies."

Treasury .007 Personnel Security System has been updated to include records pertaining to current and former United States Executive Directors and Alternates at International Financial