

increase from 85 psi to 100 psi within 25 seconds. Vehicles subject to the condition that has resulted in the noncompliance to paragraph S5.1.2.1 could increase air pressure from 85 psi to 100 psi in less than 6 seconds, well within the requirement of 24.14 seconds. Further, vehicles subject to this condition have a cut in pressure set at, or greater than, the minimum requirement of 100 psi.

The impact of having 2.7% to 2.8% less air reservoir capacity than required, the difference in the cut in pressure requirement of only 1 second, would appear to have an adverse consequence of a slight increase in air compressor cycling. However, this would be dependent on application of the service brakes.

3. *Emergency Vehicle Duty Cycle:* The vocational duty cycle of a fire apparatus requires the emergency vehicle to respond to emergency situations that are predominantly short distances away, notwithstanding trips to a dealer or service provider. The number of times will vary between fire departments; however, the duty cycle for a fire apparatus is intermittent when compared to an over-the-road vehicle. While the braking applications in these short distances may be frequent, the air compressor would be able to maintain adequate air pressure in the air reservoir system. With the minimal lowered capacity, with the slightly less than a 1 second difference in filling the air reservoir system, the slightly lower than required capacity would likely not be noticeable to the driver.

4. *Vocational Requirements:* The National Fire Protection Association (NFPA) promulgates a vocational standard that defines requirements specific to the vocational aspect of the emergency vehicle. Within NFPA 1901 Standard for Automotive Fire Apparatus (NFPA 1901), emergency vehicles subject to the requirements of the standard are required to be equipped with a quick build up section in the air reservoir system so that if the vehicle has a completely discharged air system, the apparatus would be able to be moved within 60 seconds. For those emergency vehicles that cannot be equipped with the quick build up section, they are required to be equipped with an on-board automatic electric compressor or shoreline hook up.

Additionally, NFPA 1901 requires all vehicles that have a gross vehicle weight rating (GVWR) greater than 36,000 pounds be equipped with an auxiliary braking system. This may be, depending on the option of the purchaser, a transmission retarder, an inline retarder,

or exhaust restriction device. All but 16 vehicles subject to this noncompliance have a GVWR of more than 36,000 pounds.

5. *Air System Warning:* The completed emergency vehicles subject to this condition are equipped with two air gauges that monitor the air system pressure in both System 1 and System 2. In addition to the air gauges, there are both a warning light and audible alarm to alert the driver of a low air condition.

6. *Conclusion:* The actual air reservoir capacity in the affected emergency response chassis cabs and emergency vehicles may be between 2.7% and 2.8% less than the calculated required amount. However, due to the duty cycle of an emergency vehicle, the vocational requirements, and the air compressor cycling that is well within the required time using the equation from FMVSS No. 121, Spartan believes the noncompliance is inconsequential to motor vehicle safety. The less-than-required capacity does not appear to impact vehicle braking performance (e.g., stopping distance, brake application, and release timing). The completed vehicles are equipped with dual air gauges and a visual and audible warning system to alert the driver to a loss of air in the air brake system.

Spartan concludes that the subject noncompliance is inconsequential as it relates to motor vehicle safety and that its petition to be exempted from providing notification of the noncompliance, as required by 49 U.S.C. 30118, and a remedy for the noncompliance, as required by 49 U.S.C. 30120, should be granted.

NHTSA notes that the statutory provisions (49 U.S.C. 30118(d) and 30120(h)) that permit manufacturers to file petitions for a determination of inconsequentiality allow NHTSA to exempt manufacturers only from the duties found in sections 30118 and 30120, respectively, to notify owners, purchasers, and dealers of a defect or noncompliance and to remedy the defect or noncompliance. Therefore, any decision on this petition only applies to the subject vehicles that Spartan no longer controlled at the time it determined that the noncompliance existed. However, any decision on this petition does not relieve vehicle distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant vehicles under their control after Spartan notified them that the subject noncompliance existed.

Authority: 49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.95 and 501.8.

Otto G. Matheke III,
Director, Office of Vehicle Safety Compliance.
[FR Doc. 2021–12339 Filed 6–11–21; 8:45 am]
BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2021–0019]

Pipeline Safety: Request for Special Permit; Tennessee Gas Pipeline Company, LLC

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice.

SUMMARY: PHMSA is publishing this notice to solicit public comments on a request for special permit received from the Tennessee Gas Pipeline Company, LLC (TGP). The special permit request is seeking relief from compliance with certain requirements in the Federal pipeline safety regulations. At the conclusion of the 30-day comment period, PHMSA will review the comments received from this notice as part of its evaluation to grant or deny the special permit request.

DATES: Submit any comments regarding this special permit request by July 14, 2021.

ADDRESSES: Comments should reference the docket number for this special permit request and may be submitted in the following ways:

- *E-Gov Website:* <http://www.Regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency.
- *Fax:* 1–202–493–2251.
- *Mail:* Docket Management System: 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:* Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

Instructions: You should identify the docket number for the special permit request you are commenting on at the beginning of your comments. If you

submit your comments by mail, please submit two (2) copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard. Internet users may submit comments at <http://www.Regulations.gov>.

Note: There is a privacy statement published on <http://www.Regulations.gov>. Comments, including any personal information provided, are posted without changes or edits to <http://www.Regulations.gov>.

Confidential Business Information: Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this notice, it is important that you clearly designate the submitted comments as CBI. Pursuant to 49 Code of Federal Regulations (CFR) § 190.343, you may ask PHMSA to give confidential treatment to information you give to the Agency by taking the following steps: (1) Mark each page of the original document submission containing CBI as "Confidential"; (2) send PHMSA, along with the original document, a second copy of the original document with the CBI deleted; and (3) explain why the information you are submitting is CBI. Unless you are notified otherwise, PHMSA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this notice. Submissions containing CBI should be sent to Kay McIver, DOT, PHMSA—PHP—80, 1200 New Jersey Avenue SE, Washington, DC 20590—0001. Any commentary PHMSA receives that is not specifically designated as CBI will be placed in the public docket for this matter.

FOR FURTHER INFORMATION CONTACT:

General: Ms. Kay McIver by telephone at 202—366—0113, or by email at kay.mciver@dot.gov.

Technical: Mr. Steve Nanney by telephone at 713—272—2855, or by email at steve.nanney@dot.gov.

SUPPLEMENTARY INFORMATION: PHMSA received a special permit request from TGP, a subsidiary of Kinder Morgan, Inc., seeking a waiver from the requirements of 49 CFR 192.611(a) and (d): Change in class location: Confirmation or revision of maximum allowable operating pressure, and 49

CFR 192.619(a): Maximum allowable operating pressure: Steel or plastic pipelines. This special permit is being requested in lieu of pipe replacement, pressure reduction, or new pressure tests for seven (7) special permit segments totaling 9,544.37 feet (approximately 1.808 miles) of pipeline. The TGP pipeline special permit segments consist of the following:

- Harris County, Texas—3,819.26 feet of 30-inch diameter Line 100—2 Pipeline, Class 1 to 3 location change, operates at a maximum allowable operating pressure (MAOP) of 750 pounds per square inch gauge (psig) and was constructed in 1948.

- Sabine Parish, Louisiana—39.30 feet of 30-inch diameter Line 100—2 Pipeline, Class 1 to 3 location change, operates at a MAOP of 750 psig and was constructed in 1949.

- Ouachita Parish, Louisiana—355.33 feet of 30-inch diameter Line 100—3 Pipeline, Class 1 to 3 location change, operates at a MAOP of 750 psig and was constructed in 1949.

- Ouachita Parish, Louisiana—347.46 feet of 30-inch diameter Line 100—4 Pipeline, Class 1 to 3 location change, operates at a MAOP of 750 psig and was constructed in 1951.

- Cheatham County, Tennessee—1,496.23 feet of 30-inch diameter Line 500—1 Pipeline, Class 1 to 3 location change, operates at a MAOP of 936 psig and was constructed in 1959.

- Lewis County, Tennessee—647.49 feet of 36-inch diameter Line 557—3 Pipeline, Class 1 to 3 location change, operates at a MAOP of 938 psig and was constructed in 1972.

- Barren County, Kentucky—2,839.30 feet of 30-inch diameter Line 800—1 Pipeline, Class 1 to 3 location change, operates at a MAOP of 936 psig and was constructed in 1959.

The special permit request, proposed special permit with conditions, and Draft Environmental Assessment (DEA) for the above listed TGP pipeline segments are available for review and public comments in Docket No. PHMSA—2021—0019. PHMSA invites interested persons to review and submit comments on the special permit request and DEA in the docket. Please include any comments on potential safety and environmental impacts that may result if the special permit is granted. Comments may include relevant data.

Before issuing a decision on the special permit request, PHMSA will evaluate all comments received on or before the comments closing date. Comments received after the closing date will be evaluated, if it is possible to do so without incurring additional expense or delay. PHMSA will consider

each relevant comment it receives in making its decision to grant or deny this special permit request.

Issued in Washington, DC, on May 19, 2021, under authority delegated in 49 CFR 1.97.

Alan K. Mayberry,

Associate Administrator for Pipeline Safety.

[FR Doc. 2021—12363 Filed 6—11—21; 8:45 am]

BILLING CODE 4910—60—P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT—OST—2021—0056]

Extension of the Comment Deadline Date; Request for Information on Transportation Equity Data

AGENCY: Office of the Secretary (OST), Department of Transportation (DOT).

ACTION: Notice of extension for request for information (RFI).

SUMMARY: On May 25, 2021, DOT published in the **Federal Register** a request for information (RFI) regarding an potential data and assessment tools that could assist in the ongoing and continuous evaluation of Federal policies and programs concerning equitable services and safety in the transportation sector. The RFI is assisting the DOT in responding to the Executive Order 13985, "Advancing Racial Equity and Support for Underserved Communities Through the Federal Government" (Equity E.O.). This notice extends the deadline date for receiving comments until July 22, 2021 at 5:00 p.m. (ET).

DATES: Responses to the RFI must be received by July 22, 2021, no later than 5:00 p.m. (ET) to ensure consideration of your views.

ADDRESSES: Written comments may be submitted using any one of the following methods:

- *Electronic mail:* Email comments to transportationequity@dot.gov. Responses must be provided as attachments to an email. It is recommended that attachments with file sizes exceeding 25MB be compressed (*i.e.*, zipped) to ensure message delivery. Responses must be provided as a Microsoft Word (.docx) attachment to the email, and be no more than 5 pages in length, with 12-point font and 1-inch margins.

- *Internet:* To submit comments electronically, go to the Federal regulations website at <http://www.regulations.gov>. Search by using the docket number (DOT—OST—2021—0056). Follow the online instructions for submitting comments.