

with energy-efficient and sustainable transportation services. For purposes of defining and analyzing transportation alternatives for NEC FUTURE, the study area has been broadly defined to encompass the region served by the NEC, plus those areas that can be reached from the NEC directly by train or via a single transfer to connecting corridors (e.g., the Empire Corridor in New York). The study area may be refined as the NEC FUTURE program progresses and off-corridor alternatives are identified.

### Purpose and Need

The Northeast region is served by an extensive intermodal passenger and freight transportation system of highways, airports, ports, intercity, commuter and freight rail, and public transit systems. However, that transportation system lacks sufficient capacity or redundancy to support local and inter-regional mobility needs, resulting in major congestion and delays. Many components of the system are in a state of disrepair or, worse, have reached the point of obsolescence.

The need for the project is founded in the importance of mobility to the continued economic vitality of the Northeast region, coupled with projected population, economic and travel demand growth. Without investment, the limitations of the region's transportation network will constrain the growth, competitiveness and economic development of the region. The focus of NEC FUTURE is the rail network, an important component of the transportation network, and its role in providing and improving regional mobility.

### Alternatives To Be Considered

The Tier 1 EIS will evaluate preliminary alternatives including a No Action Alternative and various Build Alternatives. The No Action Alternative will serve as a baseline for comparison of all alternatives. The No Action Alternative will draw upon State Transportation Improvement Programs and existing intercity passenger, commuter and freight rail plans as well as planned highway and air network improvements. The Tier 1 EIS will develop and evaluate a range of reasonable Build Alternatives. The Build Alternatives will be developed at a corridor level and will address travel markets, services, operations, general alignments and station locations. Build Alternatives could include physical improvements to the NEC spine to increase capacity, enhance safety, modernize the infrastructure, improve reliability and reduce trip time. Other

alternatives could also be service- or operation-related that provide rail service to new markets or change existing patterns of service. In addition, there may be Build Alternatives off the existing NEC spine or its connecting corridors.

### Possible Effects

FRA will evaluate direct, indirect and cumulative changes to the social, economic, and physical environment, including land use and socioeconomic conditions, ecological resources, water resources, cultural resources, hazardous contamination, transportation, air quality, noise and vibration at a level commensurate with a Tier 1 EIS. Analysis will be consistent with NEPA, CEQ regulations, Section 106 of the National Historic Preservation Act, the Endangered Species Act, Clean Air Act, Clean Water Act, FRA Environmental Procedures, applicable state environmental regulations, and Section 4(f) of the Department of Transportation Act of 1966, along with other applicable Federal and State regulations.

### Scoping Process

The FRA is inviting comments and suggestions from all interested parties regarding the scope of the Tier 1 EIS to ensure that all uses are addressed related to this proposal and that any significant impacts are identified. Please direct comments or questions concerning the proposed action and the Tier 1 EIS to the FRA at the above address. FRA will send letters describing the proposed action and soliciting comments to the appropriate Federal, State, and local agencies, Native American tribes and to private organizations that might have previously expressed or that are known to have an interest in this proposal.

FRA is leading the outreach activities with agency and public meetings occurring in Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island, Massachusetts and the District of Columbia. The meetings and other public involvement initiatives, including newsletters and outreach, will be held throughout the course of this study. Dates, times and locations for the scoping meetings and other opportunities for public participation will be announced on the NEC FUTURE Web site ([www.necfuture.com](http://www.necfuture.com)) and through mailings, notices, advertisements and press releases. In addition, the scoping meeting presentation will be available on the NEC FUTURE Web site along with a scoping package that can also be obtained upon request by contacting

Rebecca Reyes-Alicea at the mailing address above or electronically at [info@necfuture.com](mailto:info@necfuture.com).

Comments will be accepted on the scoping of the EIS in meetings, through the NEC FUTURE Web site ([www.necfuture.com](http://www.necfuture.com)) and by submitting written comments to Rebecca Reyes-Alicea at the address above. The formal comment period for scoping will be open from the date of this Notice until Friday, September 14, 2012.

Issued in Washington, DC, on June 18, 2012.

**John Tunna,**

*Director of the Office of Research and Development, Federal Railroad Administration.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[DOT Docket No. NHTSA-2011-0084]

### Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.)

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501 et seq.), on June 24, 2011 (76 FR 37189) the agency published a 60-day notice in the **Federal Register** soliciting public comment on the proposed information collection abstracted below.

In further compliance with the PRA, the agency now publishes this second notice announcing the submission of its proposed collection to the Office of Management and Budget (OMB) for review and notifying the public about how to submit comments on the proposed collection to OMB during the 30-day comment period.

**DATES:** Comments must be submitted on or before July 23, 2012.

**ADDRESSES:** You may submit comments [identified by Docket No. DOT-NHTSA-2011-0084] through one of the following methods:

- **Internet Submission:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Mail or Hand Delivery:** Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590, between

Friday, except on Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Ann Burton, NHTSA, 1200 New Jersey Avenue SE., W46-492, NTI-200, Washington, DC 20590. Ms. Burton's telephone number is (202) 366-2685. Please identify the relevant collection of information by referring to its OMB Control Number.

**SUPPLEMENTARY INFORMATION:** In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information.

*Title:* Racial Profiling, State Traffic Data, and Child Booster Seat Grant Program.

*OMB Control Number:* 2127-0653.

*Type of Request:* Extension of currently approved collection.

*Affected Public:* State Governments.

*Abstract:* The Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU), Public Law 109-59, authorizes several grant programs covering fiscal years (FY) 2006-2009, to be administered by the National Highway Traffic Safety Administration (NHTSA). Specifically, these grant programs include the following: Section 1906 authorizing a grant program for States that enact and enforce a law that prohibits racial profiling in the enforcement of traffic laws on Federal-aid highways; Section 2006 (codified at 23 U.S.C. 408) authorizing a grant program for States to support the development and implementation of State traffic safety information systems; and Section 2011 authorizing a grant program for States for child safety seats and child booster seats.

Under each program, a State must indicate to NHTSA how it intends to obligate and expend grant funds for each fiscal year, and how grant funds were expended and spent each fiscal year. It is important for NHTSA to be notified about these activities so that it can effectively administer the programs and account for the expenditure of funds. To reduce burdens, a State will document these activities by submitting the information on its Uniform Safety Program Cost Summary Form (HS-217), a form with existing PRA clearance (OMB Control Number 2127-0003). The information is submitted electronically in the agency's grants tracking systems and periodically updated.

*Estimated Annual Burden:* 5,130.

*Estimated Number of Respondents:* 56 (fifty States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands) for Section 1906; 57 (fifty

States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, American Samoa, the Commonwealth of the Northern Mariana Islands, and the Bureau of Indian Affairs) for Section 2006 (codified at 23 U.S.C. 408); and 52 (fifty States, the District of Columbia, and Puerto Rico) for Section 2011.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

**Mary D. Gunnels,**

*Associate Administrator, Regional Operations and Program Delivery.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[DOT Docket No. NHTSA-2011-0045]

#### Request for Public Comment on Proposed Collections of Information

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501 et seq.), on March 30, 2011 (76 FR 17746) the agency published a 60-day notice in the **Federal Register** soliciting public comment on the proposed information collection abstracted below. On January 17, 2012 (77 FR 2344), the agency published a second notice in the **Federal Register**. In further compliance with the PRA, the agency now publishes this 30-day notice announcing the submission of its proposed collection to OMB for review and notifying the public about how to submit comments on the collection to OMB during the 30-day comment period.

**DATES:** Comments must be submitted on or before July 23, 2012.

**ADDRESSES:** You may submit comments [identified by Docket No. DOT-NHTSA-2011-0045] through one of the following methods:

- *Internet Submission:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Mail or Hand Delivery:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590, between 10 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Ann Burton, NHTSA, 1200 New Jersey Avenue SE., W46-492, NTI-200, Washington, DC 20590. Ms. Burton's telephone number is (202) 366-2685. Please identify the relevant collection of information by referring to its OMB Control Number.

**SUPPLEMENTARY INFORMATION:** In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information.

(1) *Title:* 23 CFR 1200.10(d), Uniform Safety Program Cost Summary Form for Highway Safety Plan.

*OMB Control Number:* 2127-0003.

*Type of Request:* Extension of currently approved collection.

*Affected Public:* For Section 402, the public is the 50 States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, American Samoa, the Commonwealth of the Northern Mariana Islands, and the Bureau of Indian Affairs.

*Abstract:* Under Section 402, each State is required have a highway safety program approved by the Secretary, designed to reduce traffic accidents and deaths, injuries, and associated property damage in order to qualify for certain formula grant funds. Under this program, States are required to submit a Highway Safety Plan and other documentation explaining how they intend to use the grant funds. In order to account for funds expended under these priority areas and other program areas, States are required to submit a Program Cost Summary. The Program Cost Summary is completed to reflect the State's proposed Allocation of funds by program area, based on the projects and activities identified in the Highway Safety Plan. It is important for the agency to receive this information so that it can administer the program and account for expenditures of funds.

*Estimated Annual Burden:* 570.

*Estimated Number of Respondents:* 57.

(2) *Title:* 23 CFR, 1345, Occupant Protection Incentive Grant-Section 405.

*OMB Control Number:* 2127-0600.

*Type of Request:* Extension of currently approved collection.