

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Receipt of Noise Compatibility Program and Request for Review; Kissimmee Gateway Airport, Kissimmee, FL**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed Noise Compatibility Program that was submitted for Kissimmee Gateway Airport under the provisions of 49 U.S.C. 47504 *et seq.* (the Aviation Safety and Noise Abatement Act hereinafter referred to as "the Act") and 14 CFR Part 150 by the City of Kissimmee. This program was submitted subsequent to a determination by FAA that the associated Noise Exposure Maps submitted under 14 CFR Part 150 for Kissimmee Gateway Airport were in compliance with applicable requirements effective 12/11/09, and was published in the **Federal Register** on 12/29/09. The proposed Noise Compatibility Program will be approved or disapproved on or before September 27, 2011.

DATES: *Effective Date:* The effective date of the start of FAA's review of the associated Noise Compatibility Program is April 1, 2011. The public comment period ends May 30, 2011.

FOR FURTHER INFORMATION CONTACT: Allan Nagy, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, 407-812-6331. Comments on the proposed Noise Compatibility Program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed Noise Compatibility Program for Kissimmee Gateway Airport which will be approved or disapproved on or before September 27, 2011. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of Title 14 Code of Federal Regulations (CFR) Part 150, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the

introduction of additional non-compatible uses.

The FAA has formally received the Noise Compatibility Program for Kissimmee Gateway Airport, effective on April 1, 2011. The airport operator has requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a Noise Compatibility Program under Section 47504 of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of Noise Compatibility Programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before September 27, 2011.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the Noise Exposure Maps, the FAA's evaluation of the maps, and the proposed Noise Compatibility Program are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, Florida, on March 28, 2011.

Bart Vernace,

Acting Manager, Orlando Airports District Office.

[FR Doc. 2011-7813 Filed 3-31-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration**

[Docket No. FRA 2011-001-N-4]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting these information collection requirements for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than May 31, 2011.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop 25, Washington, DC 20590, or Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number ____." Alternatively, comments may be transmitted via facsimile to (202) 493-6216 or (202) 493-6479, or via e-mail to Mr. Brogan at Robert.Brogan@dot.gov, or to Ms. Toone at Kimberly.Toone@dot.gov. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop 25, Washington, DC 20590 (telephone: (202) 493-6292) or Ms. Kimberly Toone, Office of Information Technology, RAD-

20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6139). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60 days' notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection activities regarding (i) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for

FRA to enhance the quality, utility, and clarity of the information being collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(I)-(iv); 5 CFR 1320.8(d)(1)(i)-(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated by Federal regulations. In summary, FRA reasons that comments received will advance three objectives: (i) Reduce reporting burdens; (ii) ensure that it organizes information collection requirements in a "user friendly" format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

Below are brief summaries of three currently approved information collection activities that FRA will

submit for clearance by OMB as required under the PRA:

OMB Control Number: 2130-0035.

Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.

Form Number(s): N/A.

Abstract: The collection of information is due to the railroad operating rules set forth in 49 CFR part 217 which require Class I and Class II railroads to file with FRA copies of their operating rules, timetables, and timetable special instructions, and subsequent amendments thereto. Class III railroads are required to retain copies of these documents at their systems headquarters. Also, 49 CFR 220.21(b) prescribes the collection of information which requires railroads to retain one copy of their current operating rules with respect to radio communications and one copy of each subsequent amendment thereto. These documents must be made available to FRA upon request. Through these rules, FRA learns the condition of operating rules and practices with respect to trains and instructions provided by the railroad to their employees in operating practices.

Reporting Burden:

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
217.7—Copy—FRA—Operating rules, timetables, Class I & II RRs.	1 new railroad	1 submission	1 hour	1
—Amendments	55 railroads	165 amendments	20 Minutes	55
—Copy of operating rules—Class III	20 new railroads	20 submissions	55 Minutes	18
—Amendments	632 railroads	1,896 amendments	15 Minutes	474
217.9—Railroad and Railroad Testing Officer Responsibilities.	687 railroads	4,732 field trained officers/training sessions.	8 hours	37,856
—Records	687 railroads	4,732 records	2 minutes	158
Copy—Prog. for Perf. of Operational Tests	20 new railroads	20 Programs	9.92 hours	198
—Records of Operational Tests/Inspections	687 railroads	9,180,000 records	5 minutes	765,000
—Amendments	55 railroads	165 amendments	1.92 hours	317
—Quarterly Review of Accident/Incident Data/Prior Op. Tests/Insp.	687 railroads	148 reviews	1 hour	148
—Designated Officers & Conduct of 6 Mo. Rev.	687 railroads	37 designations + 74 reviews.	5 seconds + 1 hour	74
—Designated Officers & Conduct of Six Month Review by Passenger/Commuter Railroads.	687 railroads	20 designations + 34 reviews.	5 seconds + 1 hour	34
—Records of Periodic Reviews	687 railroads	589 review records	1 minute	10
—Annual Summary on Operational Tests/Insp.	687 railroads	37 summary records	61 minutes	38
—FRA Disapproval of RR Program of Operational Tests/Insp. & Response by RR.	687 railroads	20 supporting documents.	1 hour	20
—Amended Prog. Docs.	687 railroads	20 amended documents.	30 minutes	10
271.11—Instruction of Program Employees	687 railroads	130,000 instr. employees.	8 hours	1,040,000
—New RR & Copy of Program of Op. Tests	20 new railroads	20 Programs	8 hours	160
—Amendments to Op. Rules Instr. Program	687 railroads	220 amendments	55 minutes	202
218.95—Instruction, Training, Examination—Records.	687 railroads	98,000 records	5 minutes	8,167
—Response to FRA Disapproval of Program.	687 railroads	50 written/oral submissions.	1 hour	50
—Programs Needing Amendment	687 railroads	20 amended programs	30 minutes	10
218.97—Written Procedures on Good Faith Challenges by Employees Re: Actions.	687 railroads	687 written procedures	2 hours	1,374
—Employee Copy of Written Procedures	687 railroads	130,000 copies	6 minutes	13,000

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
—Employee Copy of Amended Procedures	687 railroads	130,000 copies	3 minutes	6,500
—Good Faith Challenges by RR Employees	98,000 RR Employees	15 challenges	10 minutes	3
—RR Responses to Empl. Challenge	687 railroads	15 responses	5 minutes	1
—Immediate Review of Employee Challenge.	687 railroads	5 immediate reviews	15 minutes	1
—RR Officer Explanation of Federal Law Protection Against Retaliation.	687 railroads	5 explanations	1 minute08
—Documented Protest by RR Employee	687 railroads	10 written protests	15 minutes	3
—Copies of Protests	687 railroads	10 protest copies	1 minute17
—Further Reviews	687 railroads	3 further reviews	15 minutes	1
—Written Verification Decision to Employee	687 railroads	10 verification decisions	10 minutes	2
—Copy of Written Procedures at RR Hdtrs	687 railroads	760 copies of procedures.	5 minutes	63 hours
—Copy of Verification Decision at RR Headquarters & Division Headquarters.	687 railroads	20 verification decision copies.	5 minutes	2
218.99—Shoving or Pushing Movements:				
—Operating Rule Modifications	687 railroads	687 rule modifications ..	1 hour	687
—Locomotive Engineer Job Briefing Before Movement.	100,000 RR Employees	60,000 job briefings	1 minute	1,000
—Point Protection Determinations & Signals/Instructions to Control Movements.	100,000 RR Employees	87,600,000 determinations + 87,600,000 signals/instructions.	1 minute + 1 minute	2,920,000
—Remote Control Movements-Verbal Confirmation.	100,000 RR Employees	876,000 confirmations ..	1 minute	14,600
—Remote Control Determinations That Zone Is Not Jointly Occupied/Track Clear.	100,000 RR Employees	876,000 determinations	1 minute	14,600
—Dispatcher Authorized Train Movements	6,000 RR Dispatchers ..	30,000 auth. movements.	1 minute	500
—Written Procedures to Determine Track Occupancy.	687 railroads	41 written procedures ..	30 minutes	21
—Track Location—Designation	687 railroads	41 track designations ...	30 minutes	21
218.101—Operating Rule Re: Leaving Rolling & On-Track MOW Equipment in the Clear.	687 railroads	687 amended op. rules	30 minutes	344
218.103—Hand-Operated Switches—RR Operating Rule That Complies with 218.103.	687 railroads	687 modified operating rules.	1 hour	687
—Specification of Minimum Job Briefing Requirements.	687 railroads	632 modified op. rules	30 minutes	316
—Employee Operating or Verifying Position of Hand-operated Switches: Job Briefings.	687 railroads	1,125,000 job briefings	1 minute	18,750
218.105—Additional Requirements for Hand Operated Main Track Switches—Job Briefing.	687 railroads	60,000 job briefings	1 minute	1,000
—Roadway Worker Report on Position of Switches to Roadway Worker in Charge (RWIC) or Designated Employee Conveying Information to RWIC.	687 railroads	100,000 empl. reports + 100,000 conveyances.	1 minute + 1 minute	3,334
—Dispatcher Acknowledgment of Switch Position and Employee Confirmation to Train Dispatcher.	687 railroads	60,000 acknowledgment + 60,000 confirmations.	30 seconds + 5 seconds.	583
218.109—Hand Operated Fixed Derails: Job Briefings.	687 railroads	562,500 hours	30 seconds	4,688

Total Estimated Responses:
188,794,835.
Total Estimated Annual Burden:
4,855,081 hours.
Status: Regular Review.
Title: Roadway Worker Protection.
OMB Control Number: 2130-0539.
Abstract: This rule establishes regulations governing the protection of railroad employees working on or near railroad tracks. The regulation requires

that each railroad devise and adopt a program of on-track safety to provide employees working along the railroad with protection from the hazards of being struck by a train or other on-track equipment. Elements of this on-track safety program include an on-track safety manual; a clear delineation of employers' responsibilities, as well as employees' rights and responsibilities

thereto; well- defined procedures for communication and protection; and annual on-track safety training. The program adopted by each railroad is subject to review and approval by FRA.
Form Number(s): FRA 6180.119.
Affected Public: Businesses.
Frequency of Submission: On occasion.
Reporting Burden:

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
Form FRA F 6180.119	350 Safety Inspectors ..	150 report forms	4 hours	600
—RR Workplace Safety Violation Report Form.				
214303/309—On-Track Safety Programs.				

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
—Amendments to Program	60 railroads + 584 railroads.	20 amended programs + 584 amended prog..	20 hours; 4 hours	2,736
—Subsequent Years: New Programs	5 railroads	5 safety programs	250 hours	1,250
214.313—Roadway Worker Challenge to Directive.	20 railroads	80 challenges	4 hours	320
214.315/335—Supervision and Communication—Job Briefings.	50,000 Roadway Workers.	16,350,000 briefings	2 minutes	545,000
214.321—Exclusive Track Occupancy: Written Authorities.	8,583 Employees/Roadway Workers.	700,739 written authorities.	1 minute	11,679
214.325—Train Coordination: Roadway Worker Communication with Train Crew.	50,000 Roadway Workers.	36,500 communications	15 seconds	152
214.327—Inaccessible Track: Establishment and Direction by Roadway Worker in Charge.	703 railroads	50,000 occurrences	10 minutes	8,333
214.337—On-Track Safety for Lone Workers	703 railroads	2,080,000 statements ..	30 seconds	17,333
—Written Statement of On-Track Safety by Lone Worker.				
214.343/345347/349/351/353/355—Training	50,000 Roadway Workers.	50,000 trained employees.	4.50 hours	225,000
—Training Records	50,000 Roadway Workers.	50,000 records	2 minutes	1,667
214.503—Good Faith Challenges—Notification ..	50,000 Roadway Workers.	125 notifications	10 minutes	21
—Resolution Procedures	644 railroads	10 procedures	2 hours	20
214.505—List of New/Designated Existing On-Track Roadway Maintenance Machines Conforming with Paragraph (a) of This Section.	644 railroads	9 lists	1 hour	9
214.507—Built Light Weight Displayed on Each New Roadway Maintenance Machine (RMM).	644 railroads	1,000 stickers/stencils ..	5 minutes	83
214.511—Clearly Identifiable Horn Triggering Mechanism on Each New RMM.	644 railroads	3,700 identified mechanisms.	5 minutes	308
214.513—Clearly Identifiable Horn Triggering Mechanism on Each Existing RMM.	703 railroads	200 identified mechanisms.	5 minutes	17
214.515—Overhead Covers for Existing RMMs—Requests and RR Responses.	644 railroads	500 employee requests + 500 RR responses.	10 minutes + 20 minutes.	250
214.517—Display of Light Weight on Existing RMMs.	644 railroads	500 stencils/displays	5 minutes	42
214.518—Safe and Secure Position on On-Track RMMs—Clearly Identified.	644 railroads	1,000 stencils/marks/notices.	5 minutes	83
214.523—Hi-Rail Vehicles—Inspections and Records.	644 railroads	2,000 inspections/records.	1 hour	2,000
—Tagging and Reporting Non-compliant Conditions.	644 railroads	500 tags + 500 reports	10 minutes + 15 minutes.	208
214.527—On-Track RMMs—Tagging and Reporting of Non-complying Conditions.	644 railroads	550 tags + 550 reports	5 minutes + 15 minutes	184
214.533—Schedule of Repairs for Hi-Rail Vehicles and RMMs—Compliance Records.	644 railroads	250 records	15 minutes	63

Total Estimated Responses:
19,329,972.
Total Estimated Annual Burden:
817,358 hours.
Status: Regular Review.
OMB Control Number: 2130-0552.
Title: Locomotive Cab Sanitation Standards.
Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.
Form Number(s): N/A.
Abstract: The collection of information is used by FRA to promote rail safety and the health of railroad workers by ensuring that all locomotive crew members have access to toilet/sanitary facilities—on as needed basis—which are functioning and hygienic.

Also, the collection of information is used by FRA to ensure that railroads repair defective locomotive toilet/sanitary facilities within 10 calendar days of the date on which these units becomes defective.
Frequency of Submission: On occasion.
Reporting Burden:

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
229.137(d)—Defective Locomotive Toilet Facility—Tagging.	744 railroads	11,700 tags/notices	90 seconds	293
229.137(e) Defective But Sanitary Locomotive Toilet Facility—Tagging.	744 railroads	7,956 tags/notices	90 seconds	199
229.137(f) Switching or Transfer Service—Defective Locomotive Toilet Facility—Notation on Daily Inspection Report.	744 railroads	93,600 notations	30 seconds	780

Total Estimated Responses: 113,256.
Total Estimated Annual Burden:
1,272 hours.

Status: Regular Review.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC on March 25, 2011.

Kimberly Coronel,

*Director, Office of Financial Management,
Federal Railroad Administration.*

[FR Doc. 2011-7463 Filed 3-31-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Availability of a Final Environmental Impact Statement for the DesertXpress High-Speed Passenger Train Project

AGENCY: Federal Railroad Administration (FRA), United States Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: FRA is issuing this notice to advise the public that a Final Environmental Impact Statement (EIS) is being published for the DesertXpress High-Speed Passenger Train Project (DesertXpress project). FRA is the Lead Agency for the environmental review process and has prepared the Final EIS consistent with the provisions of Section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321 *et seq.*), the Counsel of Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500 *et seq.*), and FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999). The Bureau of Land Management (BLM), Surface Transportation Board (STB), Federal Highway Administration (FHWA), and the National Park Service (NPS) coordinated with the FRA as Cooperating Agencies for the DesertXpress project environmental review process.

DesertXpress Enterprises Inc., the DesertXpress project proponent or Applicant, proposes to construct and operate a fully grade-separated, dedicated double-track, passenger-only railroad along an approximately 200-mile corridor, from Victorville,

California, to Las Vegas, Nevada. The Preferred Alternative rail alignment would generally be immediately adjacent to the Interstate 15 (I-15) freeway travel lanes within the existing Interstate 15 (I-15) right-of-way (ROW). The Preferred Alternative also includes passenger station and maintenance facility sites in Victorville and greater Las Vegas.

DATES: Written comments on the Final EIS for the DesertXpress project will be accepted until April 18, 2011. Written comments on the Final EIS may be sent to: Ms. Wendy Messenger, Attn: DesertXpress EIS, Office of Railroad Policy and Development, Federal Railroad Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., MS-20, Washington, DC 20590 or via e-mail at Wendy.Messenger@dot.gov.

FOR FURTHER INFORMATION CONTACT: Ms. Wendy Messenger, Environmental Protection Specialist, Office of Railroad Policy and Development, Federal Railroad Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., MS-20, Washington, DC 20590 or via e-mail at Wendy.Messenger@dot.gov (telephone 202-493-6396).

SUPPLEMENTARY INFORMATION: The DesertXpress project would involve the construction and operation of an interstate high-speed passenger train system between Victorville, California and Las Vegas, Nevada, along an approximately 200-mile corridor. The purpose of the DesertXpress project is to provide reliable and safe passenger rail transportation between southern California and Las Vegas using proven high-speed rail technology that results in a convenient alternative to automobile or air travel that also adds transportation capacity to the I-15 freeway corridor. The need for the DesertXpress project stems from several factors, including but not limited to high and increasing travel demand on I-15—the only major roadway linking southern California to Las Vegas having limited opportunities to increase capacity. Other factors include constraints on the expansion of air travel from southern California and an above-average automobile accident rate on the I-15 freeway.

In March 2009, FRA, in coordination with the Cooperating Agencies, published a Draft EIS and circulated the document for a 56-day public and agency review and comment period. The Draft EIS analyzed a No Action Alternative and various Action Alternatives for the construction and operation of the DesertXpress high-

speed passenger train. The Action Alternatives included multiple options for rail alignments, passenger stations, maintenance facilities, and locomotive technologies. The Draft EIS was structured to allow the Lead and Cooperating Agencies to compose a Preferred Alternative from the various options. FRA convened three public hearings on the Draft EIS, held in Las Vegas, Barstow, and Victorville on April 28, April 29, and April 30, 2009, respectively.

Following publication of the Draft EIS, the Applicant proposed several modifications and additions to the Action Alternatives presented in the Draft EIS, based upon substantive comments received during public and agency review and to reduce or avoid significant potential environmental impacts. The project modifications and additions included a new Victorville passenger station site, a new rail alignment through central Barstow within the I-15 freeway corridor, a new rail alignment through the Clark Mountains, new sites for maintenance facilities in unincorporated Clark County, and minor shifts in the rail alignment to avoid or reduce potential environmental impacts or improve operating characteristics.

After evaluating the proposed project modifications and additions, FRA determined, pursuant to 40 CFR 1502.9, that it was necessary to prepare a Supplemental Draft EIS to analyze the potential environmental impacts of the project modifications and additions. The FRA and the Cooperating Agencies published the Supplemental Draft EIS in September 2010 and circulated the document for a 46-day public and agency review and comment period. FRA convened two public hearings on the Supplemental Draft EIS in the Las Vegas and Barstow areas on October 13 and October 14, 2010, respectively.

The FRA and the Cooperating Agencies considered the entire record and compared the potential environmental impacts of the action alternatives as well as the no action alternative to select the Preferred Alternative. The Preferred Alternative rail alignment would be almost entirely located within the existing I-15 corridor, with tracks running alongside freeway travel lanes. The Preferred Alternative also identifies station and maintenance facility sites and selects Electrical Multiple Unit (EMU) as the preferred locomotive technology.

In accordance with regulations implementing NEPA, the Final EIS evaluates the environmental effects associated with the Preferred Alternative compared to the other