

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement:
Albuquerque, New Mexico**

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Rescind Notice of Intent.

SUMMARY: The FHWA is rescinding the notice of intent to prepare an environmental impact statement for the proposed improvements to the Interstate 25 and Paseo del Norte Interchange in Albuquerque, New Mexico.

FOR FURTHER INFORMATION CONTACT: Greg Heitmann, Environmental Specialist, Federal Highway Administration, New Mexico Division, 4001 Office Court Drive, Suite 801, Santa Fe, New Mexico 87507, Telephone (505) 820-2027.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New Mexico Department of Transportation (NMDOT), is rescinding the Notice of Intent to prepare an Environmental Impact Statement (EIS) for the proposed improvements to the Interstate 25 (I-25) and Paseo del Norte (PDN) Interchange in Albuquerque, New Mexico. The original project proposal resulted in a Draft Environmental Impact Statement (DEIS) with estimated construction costs in excess of \$350 million. Given the circumstances of economic conditions nationally and within the state of New Mexico it became highly evident that the proposed alternatives would not be feasible.

Based on the comments received at the public hearing, results of the continuing study, as well as alternative concept work performed by the City of Albuquerque with input from the NMDOT, a new alternative resulted. The new alternative with a conceptual cost of \$93 million is contained in a much smaller footprint and addresses the level of service on I-25; this solution is a workable incremental approach that can be integrated into the region's long range plan for this sector of the Albuquerque Metropolitan Area.

Project Funding is being gathered through Federal, state, and local sources. The New Mexico State Legislature and Governor passed and signed a funding bill that pursues a design-build method for the project. Other sources of funding include: Congestion Mitigation Air Quality (CMAQ) funds as well as Transportation Improvement Program funds from FHWA, City of Albuquerque funds, and Bernalillo County funds. TIGER IV grant funds from the USDOT are also being sought to fund the project.

The project will proceed under a design and build procurement process. A consultant has been awarded the contract under the direction of the NMDOT. The preferred alternative and the focus of the project are the northbound I-25 to westbound PDN movement and the eastbound PDN to southbound I-25 movement as identified by the previous DEIS. These improvements are at the center of the proposed work and project development will proceed under the direction of the NMDOT. The preliminary engineering associated with the preferred alternative will be completed by the NMDOT's consultant. The following elements must be completed prior to procuring a Design and Build contractor: (a) Identify and develop the right of way needs and mapping in order for the NMDOT to acquire the necessary rights of way. (b) Develop and obtain the necessary environmental documentation; it is currently anticipated that a Categorical Exclusion will be completed for the proposed improvements. Extensive public involvement will be part of the National Environmental Policy Act (NEPA). If necessary, an Environmental Assessment (EA) may be considered to complete the NEPA decision-making components. (c) Complete the required Interchange Access Change Request (IACR) to support the new interchange alternative.

The new interchange improvements will have to take into account the following: (a) There are improvements that will be required on both PDN and I-25. These improvements are not independent of each other. There are also improvements along the northbound and/or southbound I-25 and at the PDN/Jefferson intersection that will need to be in place before any of the interchange flyovers are constructed. (b) The alternative must demonstrate that it minimizes the features that do not fit into the project design (reduce sacrificial construction or roadway features that would be torn down during future phases). (c) The alternative must demonstrate that it improves the operation of I-25 as well as PDN and improves traffic flow in the roadway network surrounding the project area.

Finally, the project timelines indicate a preliminary engineering effort, including NEPA documentation, of 6-12 months. It is anticipated that construction would commence in June of 2013.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on

Federal programs and activities apply to this proposed program.)

Issued on March 26, 2012.

J. Don Martinez.

Division Administrator, Federal Highway Administration, Santa Fe, New Mexico.

[FR Doc. 2012-8216 Filed 4-4-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration**

[Docket No. FRA-2011-0027; Notice No. 4]

**Northeast Corridor Safety Committee;
Notice of Meeting**

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

ACTION: Announcement of the Northeast Corridor Safety Committee (NECSC) Meeting.

SUMMARY: FRA announces the second meeting of the NECSC, a Federal Advisory Committee mandated by Section 212 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). The NECSC is made up of stakeholders operating on the Northeast Corridor (NEC), and the purpose of the Committee is to provide annual recommendations to the DOT Secretary. NECSC's meeting topics will include: Positive Train Control update presentations from NEC railroads, Transportation Security Administration NEC security initiatives, aging electric traction infrastructure, the Americans with Disabilities Act requirements, and a general discussion of safety issues.

DATES: The NECSC meeting is scheduled to commence on Thursday, May 24, 2012, at 9 a.m., and will adjourn by 4:30 p.m.

ADDRESSES: The NECSC meeting will be held at the Crowne Plaza Hotel Philadelphia Downtown, located at 1800 Market Street, Philadelphia, PA. The meeting is open to the public on a first-come, first-served basis, and is accessible to individuals with disabilities. Sign and oral interpretation can be made available if requested 10 calendar days before the meeting.

FOR FURTHER INFORMATION CONTACT: Mr. Larry Woolverton, NECSC Administrative Officer/Coordinator, FRA, 1200 New Jersey Avenue SE., Mailstop 25, Washington, DC 20590, (202) 493-6212; or Mr. Robert Lauby, Acting Associate Administrator for Railroad Safety/Chief Safety Officer, FRA, 1200 New Jersey Avenue SE., Mailstop 25, Washington, DC 20590, (202) 493-6300.

SUPPLEMENTARY INFORMATION: The NECSC is mandated by a statutory provision in Section 212 of the PRIIA (codified at 49 U.S.C. 24905(f)). This Committee is chartered by the DOT Secretary and is an official Federal Advisory Committee established in accordance with the provisions of the Federal Advisory Committee Act, as amended, Title 5 U.S.C.—Appendix.

Issued in Washington, DC, on March 30, 2012.

Robert C. Lauby,

Acting Associate Administrator for Railroad Safety/Chief Safety Officer.

[FR Doc. 2012–8134 Filed 4–4–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2011–0078]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a document dated September 26, 2011, Iowa Interstate Railroad, Ltd. (IAIS) has petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 230. FRA assigned the petition Docket Number FRA–2011–0078.

IAIS seeks relief from performing the fifth annual inspection as it pertains to the inspection of flexible staybolt caps every 5 years as required by 49 CFR 230.41(a), and requests to extend the inspection interval to the tenth annual inspection. IAIS will perform all other inspections as required by 49 CFR 230.16, Annual Inspection. IAIS's justification for requesting this relief is that the current level of safety would be maintained due to the low number of service days accrued in this engine since the last flexible staybolt cap inspection. There will be a significant cost savings as the IAIS shop forces would not be required to remove the cab, piping, jacketing, and insulation to gain access to the caps to perform the staybolt cap inspection. IAIS estimates that it would take 3 months and five full-time employees to perform this inspection at a significant cost.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at <http://www.regulations.gov> and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12–140, Washington, DC

20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by May 7, 2012 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written communications and 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 (Volume 65, Number 70; Pages 19477–78), or online at <http://www.dot.gov/privacy.html>.

Issued in Washington, DC, on March 30, 2012.

Ron Hynes,

Acting Deputy Associate Administrator for Regulatory and Legislative Operations.

[FR Doc. 2012–8177 Filed 4–4–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2011–0050]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief. FRA has assigned the petition Docket Number FRA–2011–0050.

The Alaska Railroad Corporation (ARRC) has applied for extension of the clean, repair, and test intervals for air brake valves and related components, as required by the Railroad Locomotive Safety Standards found at Title 49 Code of Federal Regulations (CFR) Section 229.27, *Annual tests*, and Section 229.29, *Biennial tests*. This relief has been requested for Locomotives ARRC 4001–4016, which are equipped with New York Air Brake (NYAB) CCB–I brake systems; Locomotives ARRC 4317–4328, which are equipped with NYAB CCB–II brake systems; and Diesel Multiple Unit ARRC 751, which is equipped with a NYAB CCB–II brake system. These units are also equipped with air dryers. Applications were originally submitted by ARRC for inclusion under the relief granted to the Association of American Railroads (AAR) by Waiver Docket Number FRA–2005–21613. However, the decision letter for that waiver specifically limits the relief to AAR member railroads. ARRC is not an AAR member; therefore, separate processing of these requests is necessary.

In support of this petition, ARRC submitted letters from NYAB attesting to the essential similarity of the air brake systems on these units to air brake systems on locomotives tested and inspected at extended intervals and granted relief under FRA–2005–21613 on CSX Transportation and the Canadian Pacific Railway. In addition, ARRC reported that they have experienced very few failures on units equipped with CCB brake systems, and that inspection of air brake components removed from Locomotives 4001–4016, at 5 years of age, “revealed exceptional cleanliness and no issues were noted which would prevent the continued serviceability of the parts or materials * * *.”