

need alternative ways to access jobs within the downtown core.

- The need to support the land use planning goals of Tacoma's South Downtown Subarea Plan, the MLK Subarea Plan and the other Growth and Employment centers. Several current City planning processes are designed to encourage transit-oriented, mixed-use development and economic revitalization in areas of Tacoma that are designated for future regional growth concentrations.

- The need to reduce greenhouse gas emissions within the City of Tacoma. The City of Tacoma Climate Action Plan calls for substantial reductions in greenhouse gas emissions. Transportation causes 53% of Tacoma greenhouse gas emissions. A Tacoma Link extension would support City plans to increase the use of all public transportation modes.

- The need to support economic development in downtown Tacoma. The Downtown Tacoma Economic Development Strategy lists the existing Tacoma Link as a key asset that establishes downtown's identity and may help encourage future development and investment. One of the City of Tacoma's primary goals for economic development is to stimulate investor interest in downtown. The expansion of Tacoma Link presents an opportunity to achieve the City's economic development goals.

- The following goals and objectives, which are a part of Sound Transit's Regional Transit Long-Range Plan (2005) and its long-range vision for regional transit:

- Ensure long-term mobility, connectivity and convenience;
- Preserve communities and open space;
- Contribute to the region's economic vitality;
- Preserve the environment; and
- Strengthen communities' use of the regional transit network.

Potential Alternatives

Sound Transit will explore alternative mode, alignment, and design configurations for an expansion of the Tacoma Link light rail system. At least one alternative analyzed will be a Bus Rapid Transit (BRT) alternative. Sound Transit conducted a "pre-alternatives analysis" and issued a report in September 2011. The pre-alternatives analysis evaluated eight potential corridors for the expansion of Tacoma Link. Six of the corridors were proposed by a stakeholder group, which included diverse representation of Tacoma and the region. Sound Transit included two additional corridors for assessment in

the pre-alternatives analysis to address the potential corridors for Tacoma Link expansion contemplated in Sound Transit's Regional Transit Long-Range Plan (2005). Sound Transit invites comments on the alternative transit modes, alignments, and station locations to be studied, and on proposed evaluation measures to be used to compare alternatives. Alternatives already identified for consideration include:

- North End—Extends north from Theater District to Stadium District; west to University of Puget Sound.

- North End Central—Extends north from Theater District to Stadium District; west via Division Ave./6th St. to Alder/Cedar St.

- North Downtown Central—Extends north from Theater District to Stadium District; west to north end of MLK district and south to S. 19th St.

- South Downtown to MLK—Extends from Union Station west to S. 19th St., north through MLK district to Division St.

- South Downtown Central—Extends from Union Station west to S. 19th St., continues west to Tacoma Community College.

- South End—Extends from 25th Street Station south to 34th & Pacific District to S. 38th St., west to Tacoma Mall.

- Eastside—Extends east from Tacoma Dome, south towards Salishan to 72nd St. Transit Center.

- Pacific Highway—Extends east from Tacoma Dome to the Puyallup Tribe's commercial center on Pacific Highway South at Fife.

Sound Transit may also consider other alternatives that arise during the public comment period.

The definition of these alternatives for analysis will reflect a range of high and low cost capital improvements, including non-guideway options which can serve as a "baseline" for measuring the merits of more expensive investments. Sound Transit will identify measures for evaluating the relative merits of alternatives, and technical methodologies for generating the information used to support such measures. These measures will typically include disciplines such as travel forecasting, capital and operations and maintenance costs, and corridor-level environmental and land use analyses. Sound Transit will also develop and assess the costs, benefits, and impacts of each alternative and analyze funding strategies.

At the end of the alternatives analysis process, Sound Transit and the FTA anticipate identifying a preferred mode and corridor for further evaluation in a

NEPA environmental document (the classification of which is to be determined). If the preferred mode and corridor involve the potential for significant environmental impacts requiring an EIS, a Notice of Intent to Prepare an EIS will be published in the **Federal Register**, and public and agency comment on the scope of the EIS will be invited and considered at that time.

Issued on: August 9, 2012.

Richard Krochalis,

Regional Administrator.

[FR Doc. 2012-20220 Filed 8-16-12; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2012-0091]

Proposed Traffic Records Program Assessment Advisory

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

ACTION: Notice.

SUMMARY: This notice announces the publication of the *Traffic Records Program Assessment Advisory*, DOT HS 811 644, which provides guidance to States on the collection, management, and analysis of data used to inform highway and traffic safety decision-making. States need timely, accurate, complete, and uniform traffic records to identify and prioritize traffic safety issues and to choose appropriate countermeasures and evaluate their effectiveness. This document provides information on the contents, capabilities, and data quality attributes of an effective traffic records system, and includes assessment questions that qualified independent assessors can use to evaluate the capabilities of a State's traffic records system.

DATES: Written comments may be submitted to this agency and must be received no later than October 16, 2012.

ADDRESSES: You may submit comments identified by DOT Docket ID number NHTSA-2011-0044 by any of the following methods:

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

- *Fax:* 202-366-2746.

- *Mail:* Docket Management Facility, M-30 U.S. Department of Transportation, West Building, Ground floor, Room W12-140, 1200 New Jersey Ave. SE., Washington, DC 20590.

• *Hand Delivery or Courier:* Docket Management Facility, M-30 U.S. Department of Transportation, West Building, Ground floor, Room W12-140, 1200 New Jersey Ave. SE., Washington, DC 20590, between 9 a.m. and 5 p.m. Eastern time, Monday through Friday, except Federal holidays.

Regardless of how you submit your comments, you should identify the Docket number of this document.

Instructions: For detailed instructions on submitting comments and additional information, see <http://www.regulations.gov>.

Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please read the "Privacy Act" heading below.

Privacy Act: Anyone is able to search the electronic form of all contents 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 the complete User Notice and Privacy Notice for Regulations.gov at <http://www.regulations.gov/search/footer/privacyanduse.jsp>.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> at any time or to West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Eastern Time, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: For programmatic issues: John Siegler, Office of Traffic Records and Analysis, NVS-423, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone (202) 366-1268. For legal issues: Roland Baumann, Office of Chief Counsel, NCC-113, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone (202) 366-5260.

SUPPLEMENTARY INFORMATION: Timely, accurate, complete, and uniform traffic records data is needed to identify and prioritize traffic safety issues, and choose appropriate countermeasures and evaluate their effectiveness. The National Highway Traffic Safety Administration published the *Traffic Records Program Assessment Advisory* (DOT HS 811 644) to provides guidance to States on the collection, management and analysis of data from the crash,

driver, vehicle, roadway, citation and adjudication, and injury surveillance databases.

This document describes the capabilities of traffic records systems and includes a set of questions, which are the basis for an in-depth formal review of State highway safety data and State traffic records systems. Specifically, these questions examine how the State Traffic Records Coordinating Committee (TRCC) collects, manages, and integrates information on the crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance databases. This assessment instrument was created in response to the GAO recommendation (GAO-10-454) that "NHTSA take steps to ensure state traffic records assessments are complete and consistent to provide an in-depth evaluation of all state traffic safety data systems across all performance measures".

During a traffic records assessment, assessors will evaluate the response to each question. Per the *Advisory*, the system being evaluated will be deemed to be: (1) Meeting the description of the ideal traffic records system, (2) partially meeting the ideal description, or (3) not meeting the ideal description. These assessments will identify the strengths and weaknesses of each component of the State's traffic records systems and provide the State with an overview of the current status of their traffic records program that can be used to benchmark improvement efforts. In addition, NHTSA will aggregate this data to examine the strengths and weaknesses of traffic records systems nationally. The full text of the *Traffic Records Program Assessment Advisory*, DOT HS 811 644, is available at <http://www-nrd.nhtsa.dot.gov/Pubs/811644.pdf>.

Terry T. Shelton,

Associate Administrator, National Center for Statistics and Analysis.

[FR Doc. 2012-20249 Filed 8-16-12; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Notice of Applications for Modification of Special Permit

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

ACTION: List of Applications for Modification of Special Permits.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, special permits from the Department of Transportation's Hazardous Material Regulations (49 CFR part 107, subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. This notice is abbreviated to expedite docketing and public notice. Because the sections affected, modes of transportation, and the nature of application have been shown in earlier **Federal Register** publications, they are not repeated here. Requests for modification of special permits (e.g. to provide for additional hazardous materials, packaging design changes, additional mode of transportation, etc.) are described in footnotes to the application number. Application numbers with the suffix "M" denote a modification request. These applications have been separated from the new application for special permits to facilitate processing.

DATES: Comments must be received on or before September 4, 2012.

Address Comments to: Record Center, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the special permit number.

FOR FURTHER INFORMATION CONTACT: Copies of the applications are available for inspection in the Records Center, East Building, PHH-30, 1200 New Jersey Avenue Southeast, Washington DC or at <http://regulations.gov>.

This notice of receipt of applications for modification of special permit is published in accordance with Part 107 of the Federal hazardous materials transportation law (49 U.S.C. 5117(b); 49 CFR 1.53(b)).

Issued in Washington, DC, on August 7, 2012.

Donald Burger,

Chief, General Approvals and Permits.