

completed to analyze site-specific component projects and alternatives based on the decisions made in Tier 1 and projects identified within the Tier 1 EIS and Record of Decision (ROD).

## II. Background

The Atlanta–Charlotte Corridor faces mobility challenges. Transportation demand and travel growth is outpacing existing and planned roadway capacity in the area. If these challenges go unaddressed, they will negatively influence the local, regional, and national economy. The investment in passenger rail is an essential strategy to foster the Southeast region's multimodal transportation system and its ability to support population and economic growth throughout the SEHSR network.

Specifically, the preliminary purpose of the Study is to improve inter- and intrastate linkage, supplement capacity, improve travel time and reliability, provide another reliable mode choice, create jobs, reduce dependence on foreign oil, and support economic development. The Tier 1 EIS and SDP will consider feasible and reasonable alternatives and will comparatively evaluate the reasonable alternatives and service alternatives to select a preferred alternative for development of high-speed rail. Based on the 2008 Volpe Center Report *Evaluation of High-Speed Rail Options in the Macon-Atlanta-Greenville-Charlotte Rail Corridor* (2008 Volpe Center Report), three alternative corridors have been identified for further consideration: The existing Norfolk Southern Railroad corridor, the existing I–85 interstate highway corridor, and a general Greenfield corridor. Technology options ranging from 90 mile per hour (mph) diesel-electric operations to 200 mph electrified operations in a fully grade-separated route, as identified in the 2008 Volpe Center Report, will be evaluated in the Tier 1 EIS and SDP.

The Tier 1 EIS will evaluate the identified, preliminary alternatives set forth in the 2008 Volpe Center Report and include a No Build Alternative and other potentially reasonable Build Alternatives. The No Build Alternative will serve as the baseline for comparison of alternatives. The No Build Alternative represents the existing transportation network including the physical characteristics and capacities of all transportation modes as they exist at the time of the Tier 1 EIS, with planned and funded improvements that will be in place at the time the service would become operational. The Build Alternatives will be developed at a corridor level and will address travel

markets, services, operations, general alignments and station locations.

## III. Scoping and Comments

FRA encourages broad participation in the Tier 1 EIS process during scoping and review of the resulting environmental documents. To ensure that the full range of issues related to this proposed action are addressed and that significant issues are identified, comments and suggestions are invited from all interested parties. In particular, FRA is interested in identifying areas of environmental concern where there might be a potential for significant impacts. Public agencies with jurisdiction are requested to advise FRA and GDOT of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed Study. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed Study and if they wish to cooperate in the preparation of the EIS. Public scoping will be scheduled and is an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this NOI will also be the subject of additional public notification.

FRA is seeking participation and input of interested Federal, State, and local agencies, Native American groups, and other concerned private organizations and individuals on the scope of the EIS.

Issued in Washington, DC, on May 13, 2013.

### Corey Hill,

*Director, Office of Passenger and Freight Programs.*

[FR Doc. 2013–11701 Filed 5–15–13; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2013–0029]

### 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 received on March 19, 2013, the North Shore Railroad Company (NSHR) 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 223, Safety Glazing Standards—Locomotives, Passenger Cars and Caboose. FRA assigned the petition Docket Number FRA–2013–0029.

NSHR petitioned FRA to grant a waiver of compliance from the safety glazing provisions of 49 CFR 223.15, *Requirements for existing passenger cars*. NSHR seeks this relief for a 1953 M500-type coach car, Number ORRX 4885, which is being purchased from a private owner, Ontario Rail (ORRX). NSHR intends to use ORRX 4885 in excursion, VIP, and shipper service on tracks owned by the Susquehanna Economic Development Authority–Council of Governments (SEDA–COG) Joint Rail Authority, and the Union County Industrial Railroad. The component railroads in SEDA–COG include the Nittany and Bald Eagle Railroad (72 miles), the Lycoming Valley Railroad (34 miles), the North Shore Railroad Company (NSHR, 38 miles), and the Shamokin Valley Railroad (25 miles). NSHR intends to operate on two additional lines: approximately 5 miles on the Milton Branch owned by the West Shore Railroad Corporation, and approximately 10 miles that the Lewisburg and Buffalo Creek Railroad owns on the Winfield Branch. The ORRX 4885 will be operated at a maximum timetable track speed authorized by each of the railroads mentioned above, but not to exceed 50 mph.

ORRX 4885 has 24 side windows and no end windows. Sixteen side windows are 28" × 66" and eight are 28" × 26". Each window has dual-pane-style laminated safety glazing (plated outside and laminated inside). None of the windows open; however, the two emergency exit windows on each end of the car are clearly marked and have hammers mounted on them to break out glazing under emergency conditions. ORRX 4885 is also equipped with flashlights, other battery-powered lighting, and an axe.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the U.S. Department of Transportation's Docket Operations Facility, 1200 New Jersey Ave. 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 July 1, 2013 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as is 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 document, if submitted on behalf of an association, business, labor union, etc.). See <http://www.regulations.gov/#!privacyNotice> for the privacy notice of regulations.gov or interested parties may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477).

Issued in Washington, DC, on May 13, 2013.

**Robert C. Lauby,**

*Deputy Associate Administrator for Regulatory and Legislative Operations.*

[FR Doc. 2013-11700 Filed 5-15-13; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### Research & Innovative Technology Administration

[Docket ID Number RITA 2008-0002]

#### Agency Information Collection; Activity Under OMB Review; Passenger Origin-Destination Survey Report

**AGENCY:** Research & Innovative Technology Administration (RITA), Bureau of Transportation Statistics (BTS), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics invites the general public, industry and other governmental parties to comment on the continuing need for and usefulness of BTS collecting a sample of airline passenger itineraries with the dollar value of the passenger ticket. Certificated air carriers that operated scheduled passenger service with at least one aircraft having a seating capacity of over 60 seats or operates an international route report these data. Comments are requested concerning whether: (a) The collection is still needed by the Department of Transportation; (b) BTS accurately estimates the reporting burden; (c) there are other ways to enhance the quality, utility and clarity of the information collected; and (d) there are ways to minimize reporting burden, including the use of automated collection techniques or other forms of information technology.

**DATES:** Written comments should be submitted by July 15, 2013.

**FOR FURTHER INFORMATION CONTACT:**

James Bouse, Office of Airline Information, RTS-42, Room E34-441, RITA, BTS, 1200 New Jersey Avenue SE., Washington, DC 20590-0001, Telephone Number (202) 366-4876, Fax Number (202) 366-3383 or EMAIL [james.bouse@dot.gov](mailto:james.bouse@dot.gov).

*Comments:* Comments should identify the associated OMB approval #2139-0001 and Docket ID Number RITA 2008-0002. Persons wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB #2139-0001, Docket—RITA 2008-0002. The postcard will be date/time stamped and returned.

**SUPPLEMENTARY INFORMATION:**

*OMB Approval No.* 2139-0001.

*Title:* Passenger Origin-Destination Survey Report.

*Form No.:* None.

*Type of Review:* Extension of a currently approved collection.

*Respondents:* Large certificated air carriers that provide scheduled passenger service or operate an international route.

*Number of Respondents:* 30 certificated air carriers.

*Number of Responses:* 120.

*Estimated Time per Response:* 210 hours.

*Total Annual Burden:* 25,200 hours.

*Needs and Uses:* Survey data are used in monitoring the airline industry, negotiating international agreements, reviewing requests for the grant of anti-trust immunity for air carrier alliance agreements, selecting new international routes, selecting U.S. carriers to operate limited entry foreign routes, and modeling the spread of contagious diseases.

The Confidential Information Protection and Statistical Efficiency Act of 2002 (44 U.S.C. 3501 note), requires a statistical agency to clearly identify information it collects for non-statistical purposes. BTS hereby notifies the respondents and the public that BTS uses the information it collects under this OMB approval for non-statistical purposes including, but not limited to, publication of both Respondent's identity and its data, submission of the information to agencies outside BTS for review, analysis and possible use in regulatory and other administrative matters.

Issued in Washington, DC, on May 9, 2013.

**William J. Chadwick,**

*Director, Office of Airline Information, Bureau of Transportation Statistics.*

[FR Doc. 2013-11728 Filed 5-15-13; 8:45 am]

BILLING CODE 4910-HY-P

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### Proposed Collection; Comment Request for Regulation Project

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning election, revocation, termination, and tax effect of subchapter S status.

**DATES:** Written comments should be received on or before July 15, 2013 to be assured of consideration.

**ADDRESSES:** Direct all written comments to R. Joseph Durbala, Internal Revenue Service, room 6129, 1111 Constitution Avenue NW., Washington, DC 20224.