

the subject of a public hearing conducted by the Commission on May 10, 2012, and identified in the notice for such hearing, which was published in 77 FR 23319, April 18, 2012.

Authority: Pub. L. 91–575, 84 Stat. 1509 et seq., 18 CFR parts 806, 807, and 808.

Dated: May 3, 2012.

Thomas W. Beauduy,
Deputy Executive Director.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2000–7257; Notice No. 70]

Railroad Safety Advisory Committee; Charter Renewal

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

ACTION: Announcement of Charter Renewal of the Railroad Safety Advisory Committee (RSAC).

SUMMARY: FRA announces the charter renewal of the RSAC, a Federal Advisory Committee that develops railroad safety regulations through a consensus process. This charter renewal will take effect on May 17, 2012, and will expire after 2 years.

FOR FURTHER INFORMATION CONTACT: Larry Woolverton, RSAC Designated Federal Officer/Administrative Officer, FRA, 1200 New Jersey Avenue SE., Mailstop 25, Washington, DC 20590, (202) 493–6212; or Robert Lauby, Acting Associate Administrator for Railroad Safety/Chief Safety Officer, FRA, 1200 New Jersey Avenue SE., Mailstop 25, Washington, DC 20590, (202) 493–6474.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463), FRA is giving notice of the charter renewal for the RSAC. The RSAC was established to provide advice and recommendations to FRA on railroad safety matters. The RSAC is composed of 63 voting representatives from 37 member organizations, representing various rail industry perspectives. In addition, there are non-voting advisory representatives from the agencies with railroad safety regulatory responsibility in Canada and Mexico, the National Transportation Safety Board, the Transportation Safety Administration, and the Federal Transit Administration. The diversity of the Committee ensures the requisite range of views and expertise necessary to discharge its

responsibilities. See the RSAC Web site for details on pending tasks at <http://rsac.fra.dot.gov/>. Please refer to the notice published in the **Federal Register** on March 11, 1996, 61 FR 9740, for additional information about the RSAC.

Dated: Issued in Washington, DC, on May 8, 2012.

Robert C. Lauby,

Acting Associate Administrator for Railroad Safety/Chief Safety Officer.

[FR Doc. 2012–11567 Filed 5–11–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Supplemental Draft Environmental Impact Statement for the Central Corridor Light Rail Transit Project, Minneapolis and Saint Paul, MN

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent to prepare a Supplemental Draft Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA) as the federal lead agency, in cooperation with the Metropolitan Council, is issuing this notice of intent (NOI) to advise interested parties that it proposes to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) for the Central Corridor Light Rail Transit (LRT) Project, located in Minneapolis and Saint Paul, Minnesota (Project). The Project is 10.9 miles long and consists of 23 Central Corridor Light Rail Transit (LRT) stations. The SDEIS will evaluate potential impacts on the loss of business revenue during construction of the Central Corridor LRT Project and will be prepared in accordance with the National Environmental Policy Act (NEPA), its implementing regulations, and provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU). **FOR FURTHER INFORMATION CONTACT:** Sheila Clements, Supervisory Community Planner, Federal Transit Administration, Region V, 200 West Adams Street, Suite 320, Chicago, Illinois 60606, Telephone: (312) 353–1552.

SUPPLEMENTARY INFORMATION: The Central Corridor LRT is 10.9-miles in length, of which 9.7 miles consists of new alignment and 1.2 miles uses the existing Hiawatha LRT alignment in downtown Minneapolis. The Project will connect the Minneapolis and Saint Paul downtown areas as well as the

University of Minnesota and the State Capitol complex. The purpose of the Project is to meet the future transit needs of the Central Corridor and the Region and to support the economic development goals for the Corridor. It allows the opportunity to provide a direct connection to the existing 11.6-mile Hiawatha LRT line in Minneapolis thereby, increasing mobility options within the Region.

In June 2009, FTA, in cooperation with the Metropolitan Council, prepared a Final Environmental Impact Statement (FEIS) on the Project. FTA issued a Record of Decision (ROD) on the Project in August 2009. Subsequent to FTA's issuance of the ROD, the U.S. District Court for the District of Minnesota determined that the FEIS did not adequately evaluate potential impacts on the loss of business revenue during construction of the Project and that these impacts must be evaluated through a supplemental environmental review. *Memorandum Opinion and Order*, Civil No. 10–147, (Jan. 26, 2011). Pursuant to the court's order, FTA, in cooperation with the Metropolitan Council, prepared a Supplemental Environmental Assessment (SEA) pursuant to its NEPA implementing regulations, which was issued in February 2011. Subsequent to FTA's issuance of the SEA, the court determined that FTA must also prepare a supplemental environmental review using the format of an Environmental Impact Statement. *Memorandum Opinion and Order*, Civil No. 10–147, (Jan. 23, 2012). Thus, the SDEIS that will be prepared pursuant to this notice of intent will evaluate potential impacts on the loss of business revenue during construction of the Central Corridor LRT Project. This notice of intent is being published at this time to notify interested parties and invite participation in the study.

Notice regarding the intent to prepare the SDEIS will be sent to the appropriate Federal, State, and local agencies that have expressed or are known to have an interest or legal role in this proposed action. When complete, the SDEIS will be made available for public and agency review and comment prior to any public hearings. Following publication, review, and approval of the SDEIS, a FEIS will be prepared and circulated.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as