

The meeting will be open to all persons, subject to the capacity of the meeting room and phone lines available for those participating via conference call. Every effort will be made to accommodate all persons wishing to attend. The FAA and PHMSA will try to accommodate all speakers, subject to time constraints.

Issued in Washington, DC, on August 24, 2012.

Christopher Glasow,

Director, Office of Hazardous Materials.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Annual Materials Report on New Bridge Construction and Bridge Rehabilitation

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: Section 1114 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59; 119 Stat. 1144) continued the highway bridge program to enable States to improve the condition of their highway bridges over waterways, other topographical barriers, other highways, and railroads. Section 1114(f) amended 23 United State Code (U.S.C.) 144 by adding subsection (r), requiring the Secretary of Transportation to publish in the **Federal Register** a report describing construction materials used in new Federal-aid bridge construction and bridge rehabilitation projects. As part of the SAFETEA-LU Technical Corrections Act of 2008 (Pub. L. 110-244), 23 U.S.C. 144 subsection (r) became subsection (q), but the reporting requirement remained the same.

ADDRESSES: The report is posted on the FHWA Web site at: <http://www.fhwa.dot.gov/bridge/brdgtabs.cfm>.

FOR FURTHER INFORMATION CONTACT: Ms. Ann Shemaka, Office of Bridge Technology, (202) 366-1575, or via email at ann.shemaka@dot.gov or Mr. Thomas Everett, Office of Bridge Technology, (202) 366-4675, or via email at thomas.everett@dot.gov, or for legal questions, Robert Black, (202) 366-1359, or via email at robert.black@dot.gov, Federal Highway Administration, 1200 New Jersey Ave. SE., Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: In conformance with 23 U.S.C. 144(q), FHWA has produced a report that summarizes the types of construction materials used in new bridge construction and bridge rehabilitation projects. Data on Federal-aid and non-Federal-aid highway bridges are included in the report for completeness. The December 2009 National Bridge Inventory (NBI) dataset was used to identify the material types for bridges that were new or replaced within the defined time period. The FHWA's Financial Management Information System and the 2011 NBI were used to identify the material types for bridges that were rehabilitated within the defined time period. Currently preventative maintenance projects are included in the rehabilitation totals.

The report, which is available at <http://www.fhwa.dot.gov/bridge/brdgtabs.cfm>, consists of the following tables:

- Construction Materials for New and Replaced Bridges, a summary report which includes Federal-aid highways and non-Federal-aid highways built in 2010 and 2009.
- Construction Materials for Rehabilitated Bridges, a summary report which includes Federal-aid and non-Federal-aid highways rehabilitated in 2010 and 2009.
- Construction Materials for Combined New, Replaced and Rehabilitated Bridges, a summary report which combines the first two tables cited above.
- Federal-aid Highways: Construction Materials for New and Replaced Bridges 2010, a detailed State-by-State report with counts and areas for Federal-aid bridges built or replaced in 2010.
- Federal-aid Highways: Construction Materials for New and Replaced Bridges 2009, a detailed State-by-State report with counts and areas for Federal-aid bridges built or replaced in 2009.
- Non-Federal-aid Highways: Construction Materials for New and Replaced Bridges 2010, a detailed State-by-State report with counts and areas for non-Federal-aid bridges built or replaced in 2010.
- Non-Federal-aid Highways: Construction Materials for New and Replaced Bridges 2009, a detailed State-by-State report with counts and areas for non-Federal-aid bridges built or replaced in 2009.
- Federal-aid Highways: Construction Materials for Rehabilitated Bridges 2010, a detailed State-by-State report with counts and areas for Federal-aid bridges rehabilitated in 2010.
- Federal-aid Highways: Construction Materials for Rehabilitated Bridges

2009, a detailed State-by-State report with counts and areas for Federal-aid bridges rehabilitated in 2009.

- Non-Federal-aid Highways: Construction Materials for Rehabilitated Bridges 2010, a detailed State-by-State report with counts and areas for non-Federal-aid bridges rehabilitated in 2010.
 - Non-Federal-aid Highways: Construction Materials for Rehabilitated Bridges 2009, a detailed State-by-State report with counts and areas for non-Federal-aid bridges rehabilitated in 2009.
 - Federal-aid Highways: Construction Materials for New, Replaced and Rehabilitated Bridges 2010, which combines the 2010 reports on new, replaced and rehabilitated Federal-aid bridges.
 - Federal-aid Highways: Construction Materials for New, Replaced and Rehabilitated Bridges 2009, which combines the 2009 reports on new, replaced and rehabilitated Federal-aid bridges.
 - Non-Federal-aid Highways: Construction Materials for New, Replaced and Rehabilitated Bridges 2010, which combines the 2010 reports on new, replaced and rehabilitated non-Federal-aid bridges.
 - Non-Federal-aid Highways: Construction Materials for New Replaced and Rehabilitated Bridges 2009, which combines the 2009 reports on new, replaced and rehabilitated non-Federal-aid bridges.
- The tables provide data for 2 years: 2009 and 2010. The 2009 data is considered complete for new, replaced and rehabilitated bridges, with a minimal likelihood of upward changes in the totals. The 2010 data is considered partially complete for new bridges and complete for rehabilitated bridges, because many new bridges built in 2010 will not appear in the NBI until they are placed into service the following year. Therefore, next year's report will include 2010's data on new bridge construction, because the data will be complete.
- Each table displays simple counts of bridges and total bridge deck area. Total bridge deck area is measured in square meters, by multiplying the bridge length by the deck width out-to-out. Culverts under fill are included in the counts but not in the areas because a roadway width is not collected. The data is categorized by the following material types, which are identified in the NBI: steel, concrete, pre-stressed concrete, and other. The category "other" includes wood, timber, masonry, aluminum, wrought iron, cast iron, and

other. Material type is the predominate type for the main span(s).

Authority: 23 U.S.C. 144(q); Sec. 1114(f), Pub. L. 109–59, 119 Stat. 1144.

Issued on: August 24, 2012.

Victor M. Mendez,
Federal Highway Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Tier 1 Environmental Impact Statement for the Chicago, IL, to Detroit-Pontiac, MI, Regional Passenger Rail System

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

ACTION: Notice of intent to prepare an environmental impact statement (EIS).

SUMMARY: FRA is issuing this notice of intent (Notice) to advise the public that FRA, with the Michigan Department of Transportation (Michigan DOT), will jointly prepare a Tier 1 Environmental Impact Statement (EIS) to evaluate passenger rail service improvements along the Chicago, Illinois to Detroit-Pontiac, Michigan regional passenger rail corridor (the Corridor), in compliance with the National Environmental Policy Act of 1969 (NEPA). Partnering state agencies in the development of the EIS are Illinois and Indiana Departments of Transportation (IDOT and IN DOT).

The objectives of the Tier 1 EIS are to evaluate a reasonable range of alternatives, select a rail corridor, and make decisions regarding future improvements to intercity passenger rail service provided in the corridor, including increased train frequency, reduced trip time, and improved on-time performance. Alternatives under consideration will include a no-action (no-build) alternative, as well as multiple build alternatives between Chicago, Illinois and Porter, Indiana, near Battle Creek, Michigan, and in the Detroit, Michigan region. The build alternatives may include infrastructure improvements to the existing rail corridor, the development of a new rail corridor, or a combination of both.

FRA is issuing this Notice to solicit public and agency input in the development of the scope of the EIS and to advise the public that FRA and Michigan DOT will conduct outreach activities for the preparation of the EIS. To ensure that all significant issues are identified and considered, all interested parties are invited to comment on the

proposed scope of the environmental review. Comments on the scope of the EIS, including the proposed Project's purpose and need, alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluation are encouraged.

DATES: Written comment on the scope of the Tier 1 EIS should be provided to Michigan DOT by October 15, 2012. A series of four (4) scoping meetings on September 12, 13, 26, and 27, 2012 will be hosted by Michigan DOT along the Corridor at the times and locations identified in the **ADDRESSES** section below. In addition, for those who cannot make these meetings, Michigan DOT will host an online, self-directed public scoping meeting. The online public scoping meeting will be available following the publication of this Notice at www.GreatLakesRail.org until October 15, 2012.

ADDRESSES: Comments may also be mailed or emailed until October 15, 2012 to Mr. Mohammed Alghurabi, Project Manager, Michigan DOT, 425 West Ottawa Street, P.O. Box 30050, Lansing, MI 48909 and email: alghurabim@michigan.gov. If a member of the public wishes to participate in the scoping process and cannot attend one of the in-person scoping meetings, and does not have access to the Internet, they can request an informational scoping package and comment form by contacting Mr. Mohammed Alghurabi at the above address, or directly at (517) 373–7674 and toll free at (877) 351–0853.

Scoping meetings will be held on: Wednesday, September 12, 4 to 7 p.m. at Chicago Union Station in the Union Gallery Room (off the Great Hall), 500 West Jackson Boulevard, Chicago, Illinois; Thursday, September 13, 4 to 7 p.m. at the Michigan City-City Hall, 100 East Michigan Boulevard, Michigan City, Indiana; Wednesday, September 26, 4 to 7 p.m. at the Doubletree Hotel, 5801 Southfield Expressway, Dearborn, Michigan; and Thursday, September 27, 4 to 7 p.m. at the Radisson Hotel, 100 West Michigan Avenue, Kalamazoo, Michigan (parking validation will be available for attendees parking in the structure across the street from the Radisson Hotel).

With advanced notice of seven (7) days, Michigan DOT can make additional accommodations for persons with disabilities, and/or limited English speaking ability, and persons needing auxiliary aids or services of interpreters, signers, readers, or large print. Please contact Mr. Bob Parsons, Michigan DOT Planning directly at (517) 373–9534 and

toll free at (877) 351–0853 to request accommodations.

FOR FURTHER INFORMATION CONTACT: Ms. Andrea Martin, Environmental Protection Specialist, FRA, 1200 New Jersey Avenue SE., (Mail Stop 20), Washington, DC 20590 at (202) 493–6201, email: andrea.martin@dot.gov; or Mr. Mohammed Alghurabi, Project Manager, Michigan DOT, 425 West Ottawa Street, P.O. Box 30050, Lansing, MI 48909 at (517) 373–7674 and toll free at (877) 351–0853, email: alghurabim@michigan.gov.

Information and documents regarding the Tier 1 EIS and environmental process will be made available for the duration of the environmental process at www.GreatLakesRail.org.

SUPPLEMENTARY INFORMATION: The Chicago to Detroit-Pontiac Passenger Rail Corridor Program EIS is being developed to be consistent with the Midwest Regional Rail Initiative (MWRRI), a cooperative, multi-agency effort that began in 1996 and originally involved nine Midwest states (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin), as well as FRA and Amtrak. The MWRRI elements include: use of 3,000 miles of existing rail right of way to connect rural and urban areas; operation of a Chicago hub and spoke passenger rail system; introduction of modern, high-speed trains operating at speeds up to 110 miles per hour (mph); and multi-modal connections to improve system access. The MWRRI envisions developing a passenger rail system that offers business and leisure travelers shorter travel times, additional train frequencies, improved reliability and connections between urban centers and smaller communities. The Tier 1 EIS will evaluate alternatives for the Corridor considering the MWRRI objective “to meet current and future regional travel needs through significant improvements to the level and quality of passenger rail service” (MWRRI Executive Report, September 2004).

Study Area: The Corridor extends 304 miles from Chicago Union Station, in downtown Chicago, Illinois on the west to a terminal in Pontiac, Michigan to the east. The Corridor is a federally designated high speed rail (HSR) corridor with passenger service currently provided by Amtrak's Wolverine line. The Corridor is also one of the heaviest freight railroad routes in the country. The study area identified for the Tier 1 EIS includes portions of Cook County, Illinois; Lake, Porter, and La Porte Counties in Indiana; and Berrien, Cass, Kalamazoo, Calhoun,