DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Notice of Opportunity for Public Comment on Surplus Property Release at Manchester-Boston Regional Airport in Manchester, NH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for Public Comments.

SUMMARY: Under the provisions of Title 49, U.S.C. Section 47153(d), notice is being given that the FAA is considering a request from Manchester-Boston Regional Airport in Manchester, NH to waive the surplus property requirements for approximately 19 acres of airport property located at Manchester-Boston Regional Airport in Manchester, NH. The subject parcels have been used for non-aeronautical purposes for over 30 years under temporary relief of surplus property requirements. It has been determined through study and master planning that the subject parcels will not be needed for aeronautical purposes as they are not contiguous to the airport proper. Full and permanent relief of the surplus property requirements on these specific parcels will allow the airport and its tenants on these parcels to make the necessary and aviation-compatible improvements to the parcels. All revenues through the leasing of the parcels will continue to be subject to the FAA's revenue-use policy and dedicated to the maintenance and operation of the Manchester-Boston Regional Airport.

DATES: Comments must be received on or before March 8, 2013.

ADDRESSES: Send comments on this document to Mr. Barry J. Hammer at the Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803, Telephone 781-238-7625.

FOR FURTHER INFORMATION CONTACT: Documents are available for review by appointment by contacting Mr. David Bush, Telephone 603-624-6539 or by contacting Mr. Barry J. Hammer, Federal Aviation Administration, 16 New England Executive Park, Burlington, Massachusetts, Telephone 781-238-7625.

Issued in Burlington, Massachusetts on January 29, 2013.

Mary T. Walsh,
Manager, Airports Division, New England Region.

[FR Doc. 2013–02599 Filed 2–5–13; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Establishment of the National Freight Network

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: This notice defines the planned process for the designation of the national freight network as required by Section 1115 of the Moving Ahead for Progress in the 21st Century Act (MAP–21). This notice defines the process for the initial designation of the primary freight network, the designation of additional miles critical to future efficient movement of goods on the primary freight network, and how data on the State-designated critical rural freight corridors will be collected.

FOR FURTHER INFORMATION CONTACT: For questions about the program discussed herein, contact Ed Strocko, FHWA Office of Freight Management and Operations, (202) 366–2997, or via email at ed.strocko@dot.gov. For legal questions, please contact Michael Harkins, FHWA Office of the Chief Counsel, (202) 366–4928, or via email at Michael.Harkins@dot.gov. Business hours for the FHWA are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access
You may retrieve a copy of the notice through the Federal eRulemaking portal at: http://www.regulations.gov. The Web site is available 24 hours each day, every day of the year. Electronic submission and retrieval help and guidelines are available under the help section of the Web site.


Background
Freight in America travels over an extensive multimodal network of highways, railroads, waterways, pipelines, and airways. Freight moves throughout the United States on 985,000 miles of Federal-aid highways, 141,000 miles of railroads, 11,000 miles of inland waterways, and 1.6 million miles of pipelines. There are over 19,000 airports in the United States, with approximately 540 serving commercial operations, and over 5,000 coastal, Great Lakes, and inland waterway facilities moving cargo.
A significant portion of the freight moved in the United States travels on multiple modes of transportation to reach its final destination. While specific commodities are likely to use a particular mode or series of modes to be moved, a complex multimodal system is required to fully meet the growing volume of bulk and high velocity/high value goods in the United States. Each component of the freight transportation system must work in concert with each other to meet the day-to-day demands of commerce.

Section 167(c) of title 23 United States Code (U.S.C.), which was established in Section 1115 of MAP–21, directs the Secretary to establish a national freight network to assist States in strategically directing resources toward improved system performance for efficient movement of freight on the highway portion of the Nation’s freight transportation system. This includes the National Highway System, freight intermodal connectors, and aerotropolis1 transportation systems.

Under 23 U.S.C. 167(c), the national freight network will consist of the primary freight network, the portions of the Interstate System not designated as part of the primary freight network, and critical rural freight corridors. The designation of the primary freight network will be based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States. The primary freight network will be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight, but the 27,000 mile cap may be increased by an additional 3,000 centerline miles of existing and planned roadways that the Secretary deems critical to the future efficient movement of goods on the primary freight network.

The purpose of this notice is threefold: (1) To provide to stakeholders the planned process and criteria for the designation of not more than 27,000 centerline miles for the primary freight network, (2) to describe the principles and factors to be used for the designation of up to 3,000 additional centerline miles critical to future efficient movement of goods on the primary freight network, and (3) to establish how data for the State-designated critical rural freight corridors will be collected.

Primary Freight Network Designation

The designation of the primary freight network will be based on measurable and objective data, including: origins and destinations of freight movements; total freight tonnage and value of freight moved by highways; percentage of annual average daily truck traffic (AADTT) in the annual average daily traffic (AADT) on principal arterials; AADTT on principal arterials; land and maritime ports of entry; access to energy exploration, development, installation, or production areas; population centers; and network connectivity. The analysis will primarily use data from the Freight Analysis Framework maintained by the U.S. Department of Transportation (DOT). Other DOT modal agencies including the Federal Railroad Administration, Maritime Administration, Pipeline and Hazardous Materials Safety Administration, Federal Aviation Administration, and Bureau of Transportation Statistics will be consulted and other data will be incorporated into the analysis. Multiple scenarios will be analyzed using various weighting configurations to identify a primary freight network of up to 27,000 centerline miles. Such scenarios may target a range of tonnage or commodity values which are transported, a range of truck traffic volumes, or a range of percentages of truck traffic on principal arterials. Scenarios will also analyze ranges of service and access to significant ports of entry/exit for international trade; access to energy areas; access to population centers; and network connectivity that includes multimodal aspects of the freight transportation system, such as rail lines parallel to principal arterials that carry trailer-on-flatcar, container-on-flatcar, and doublestack payloads of typically high-value, time-sensitive cargo, and rail lines and waterways that carry significant bulk cargo.

The following table denotes the factors, data sources, and parameters that may be used for designation of the primary freight network:

<table>
<thead>
<tr>
<th>Factor</th>
<th>Data source</th>
<th>Parameters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Origins/destinations of freight movements.</td>
<td>FAF 3.4 <a href="http://tfl.ornl.gov/fafweb/Extraction0.aspx">http://tfl.ornl.gov/fafweb/Extraction0.aspx</a></td>
<td>Connect top origins/destinations</td>
</tr>
<tr>
<td>Freight tonnage and value by highways.</td>
<td>HPMS 2010 AADTT <a href="http://www.fhwa.dot.gov/hpms/cfm">http://www.fhwa.dot.gov/hpms/cfm</a></td>
<td>Include top routes by weight of freight transported; Include top routes by value of commodity transported</td>
</tr>
<tr>
<td>Percentage of AADTT on principal arterials</td>
<td>HPMS 2010 AADTT <a href="http://www.fhwa.dot.gov/policyinformation/hpms.cfm">http://www.fhwa.dot.gov/policyinformation/hpms.cfm</a></td>
<td>Include top routes by percentage of AADTT on principal arterials</td>
</tr>
<tr>
<td>AADTT on principal arterials</td>
<td>USACE</td>
<td>Include top routes by AADTT on principal arterials</td>
</tr>
<tr>
<td>Land &amp; maritime ports of entry.</td>
<td>U.S. Army Corps, Navigation Data Center, special request, October 2012 via BTS.</td>
<td>Connect top water ports ranked by weight and values</td>
</tr>
<tr>
<td></td>
<td>MARAD <a href="http://www.marad.dot.gov/documents/Container_by_US_Customs_Ports.xls">http://www.marad.dot.gov/documents/Container_by_US_Customs_Ports.xls</a></td>
<td>Connect top water ports ranked by number of TEUs</td>
</tr>
<tr>
<td></td>
<td>BTS Transborder data <a href="http://www.bts.gov/programs/international/transborder/TBDR_QuickSearch.html">http://www.bts.gov/programs/international/transborder/TBDR_QuickSearch.html</a></td>
<td>Connect top water ports ranked by weight and values</td>
</tr>
</tbody>
</table>

1 Aerotropolis transportation systems means a planned and coordinated multimodal freight and passenger transportation network that, as determined by the Secretary, provides efficient, cost-effective, sustainable, and intermodal connectivity to a defined region of economic significance centered around a major airport.
### Primary Freight Network Additional Miles

Title 23 U.S.C. 167(d)(2) allows for up to 3,000 additional miles to be designated for the primary freight network that are critical to the future efficient movement of goods on the primary freight network, which may include existing or planned roads. In determining whether a route is critical to the future efficient movement of good on the primary freight network, the Secretary will consider the factors identified above for the designation of the initial 27,000 centerline miles as well as one or more additional factors, which may include, but are not limited to: supply chain/distribution network considerations including flows of key commodities; connections to major intermodal connectors; global and national economic and growth trends and growth areas; length of haul and its effect on tonnage on the primary freight network; designation on the National Network, as defined in 23 CFR part 658, without restrictions or clearance issues; availability of truck amenities; current or planned waterway, rail, port or intermodal terminal infrastructure developments that may impact future freight flows; freight bottlenecks; connection to international border crossings; and consideration of planned unbuilt highway facilities. Additional miles may also be reserved for future designation, as appropriate.

The following table denotes the factors and parameters that may be considered in designation of up to 3,000 additional miles to the primary freight network:

<table>
<thead>
<tr>
<th>Factor</th>
<th>Data source</th>
<th>Parameters</th>
</tr>
</thead>
<tbody>
<tr>
<td>National growth needs and growth areas, including routes used by</td>
<td>Commodity flows.</td>
<td>Consider future infrastructure impacts on freight patterns and capacity</td>
</tr>
<tr>
<td>commodities identified in the National Export Initiative.</td>
<td></td>
<td>of other modes to carry additional freight</td>
</tr>
<tr>
<td>Waterway, rail, port and intermodal terminal infrastructure developments.</td>
<td></td>
<td>Consider future infrastructure impacts on freight patterns</td>
</tr>
<tr>
<td>Changes to global/national economies and population centers</td>
<td></td>
<td>Consider current/future border crossing impacts on freight patterns</td>
</tr>
<tr>
<td>Customs and border crossing areas</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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### The following table denotes the other factors, data sources, and parameters that may be considered in the designation of the primary freight network:

<table>
<thead>
<tr>
<th>Factor</th>
<th>Data source</th>
<th>Parameters</th>
</tr>
</thead>
<tbody>
<tr>
<td>For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State.</td>
<td>EIA (US Energy Information Admin.) ..................................................</td>
<td>Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'</td>
</tr>
<tr>
<td>For routes off the Interstate System, availability of truck facilities.</td>
<td><a href="http://www.fhwa.dot.gov/fhweb/Extraction0.aspx">http://www.fhwa.dot.gov/fhweb/Extraction0.aspx</a> ...................................</td>
<td>Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors</td>
</tr>
</tbody>
</table>
Rural freight corridors

The State-designation of critical rural freight corridors is described in 23 U.S.C. 167(e), and provides that a State may designate a road within the borders of the State as a critical rural freight corridor if the road is a rural principal arterial roadway and has at least 25 percent of the AADT of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13); provides access to energy exploration, development, installation or production areas; or connects the primary freight network, a roadway described above, or the Interstate System to facilities that handle more than 50,000 20-foot equivalent units per year, or 500,000 tons per year of bulk commodities. The designation of critical rural freight corridors will be performed by State DOTs and provided to DOT after designation of the primary freight network is complete. Further guidance and technical assistance for identifying these corridors will be provided. The FHWA will make an initial request for the States to identify rural freight corridors and will maintain route information for the rural freight corridors thereafter.

Planned Schedule

The following is the approximate schedule for designation of the national freight network. Key milestones include:

1. Publication of analysis results and draft designation of the primary freight network—February 2013
2. Guidance/technical assistance available to States to begin analysis of potential critical rural freight corridors—May 2013
3. Final designation of the primary freight network, including any additional mileage designated by DOT—October 2013
4. Request to States to identify critical rural freight corridors—October 2013
5. Initial designation of full national freight network (including primary freight network, rest of the Interstate system, critical rural freight corridors)—December 2013

Issued on: January 23, 2013.

Victor M. Mendez, Administrator.

DEPARTMENT OF TRANSPORTATION
Federal Motor Carrier Safety Administration


Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of renewal of exemptions; request for comments.

SUMMARY: FMCSA announces its decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 11 individuals. FMCSA has statutory authority to exempt individuals from the vision requirement if the exemptions granted will not compromise safety. The Agency has concluded that granting these exemption renewals will provide a level of safety that is equivalent to or greater than the level of safety maintained without the exemptions for these commercial motor vehicle (CMV) drivers.

DATES: This decision is effective March 4, 2013. Comments must be received on or before March 8, 2013.

ADDRESSES: You may submit comments bearing the Federal Docket Management System (FDMS) numbers: Docket No. [FMCSA–2000–7363; FMCSA–2002–13411], using any of the following methods:

- Mail: Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- Hand Delivery or Courier: West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Instructions: Each submission must include the Agency name and the docket number for this notice. Note that DOT posts all comments received without change to http://www.regulations.gov, including any personal information included in a comment. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments, go to http://www.regulations.gov at any time or Room W12–140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Federal Docket Management System (FDMS) is available 24 hours each day, 365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

Privacy Act: Anyone may search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s Privacy Act Statement for the FDMS published in the Federal Register on January 17, 2008 (73 FR 3316), or you may visit http://edocket.access.gpo.gov/2008/pdf/E8–785.pdf.

FOR FURTHER INFORMATION CONTACT: Elaine M. Papp, Chief, Medical Programs Division, 202–366–4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64–224, Washington, DC 20590–0001. Office hours are from 8:30 a.m. to 5 p.m. Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may renew an exemption from the vision requirements in 49 CFR 391.41(b)(10), which applies to drivers of CMVs in interstate commerce, for a two-year period if it finds “such exemption would likely achieve a level of safety that is equivalent to or greater than the level that would be achieved absent such exemption.” The procedures for requesting an exemption (including renewals) are set out in 49 CFR part 381.

Exemption Decision

This notice addresses 11 individuals who have requested renewal of their