The Nation’s freight transportation system. Nevertheless, while specific commodities are likely to be moved on a particular mode or series of modes, a complex multi-modal system is required to meet fully the growing volume of bulk and high-velocity, high-value goods in the United States.

The DOT seeks to develop a NFN to provide connectivity between and throughout the three elements that comprise the NFN (highway PFN, Remainder of the Interstate System, and CRFC). The DOT recognizes that as a highway-only network, the NFN is an incomplete representation of the system that is required to efficiently and effectively move freight in the United States. Consistent with the national freight policy in MAP–21, DOT’s goal is to designate a highway PFN that will improve system performance, maximize freight efficiency, and be effectively integrated with the entire freight transportation system, including non-highway modes of freight transport.

The DOT seeks comments on how the NFN fits into a larger multimodal national freight system and how a multimodal national freight system may be defined.

Use of the National Freight Network in the Future

In creating the NFN, Congress stated that a NFN shall be established 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. Congress specified that the highway PFN shall be comprised of not more than 27,000 miles of existing roadways that are most critical to the movement of freight.

The DOT is seeking comments as to how the designation of the NFN and highway PFN could be used by and benefit public and freight stakeholders. We also welcome comments regarding potential undesirable applications of the NFN and highway PFN. The DOT encourages widespread input to this proposed draft to provide a thorough examination of the diverse issues presented in this notice.

National Freight Network Designation

The following is the approximate schedule for designation of the NFN:

1. Initial designation of highway PFN—Fall 2013
2. Compilation of State-designated CRFC routes—Late 2013—Early 2014
3. Release of the initial designation of the full NFN (including highway PFN, rest of the Interstate System, CRFCs)—2014

The DOT is seeking comments as to how the designation of the NFN and highway PFN could be used by and benefit public and freight stakeholders. We also welcome comments regarding potential undesirable applications of the NFN and highway PFN. The DOT encourages widespread input to this proposed draft to provide a thorough examination of the diverse issues presented in this notice.

DEPARTMENT OF TRANSPORTATION
Federal Transit Administration

Preparation of an Environmental Impact Statement for High Capacity Transit Improvements for the Indianapolis Northeast Corridor Now Known as (nka) Green Rapid Transit Line in the Indiana Counties of Marion and Hamilton

AGENCY: Federal Transit Administration, U.S. Department of Transportation.

ACTION: Supplemental notice of intent to prepare an Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA), the Central Indiana Regional Transportation Authority (CIRTA), the Indianapolis Metropolitan Planning Organization (Indianapolis MPO) and Indianapolis Public Transportation Corporation (IndyGo) intend to prepare an Environmental Impact Statement (EIS) for the Northeast Corridor Project, nka Green Rapid Transit Line (Green Line) Project relating to proposed fixed guideway transit improvements in the Indiana counties of Marion and Hamilton. The study area is an approximately 23-mile long travel corridor extending from downtown Indianapolis to downtown Noblesville and includes the community of Fishers. Options to be considered include No-Build, Bus Rapid Transit (BRT) and Diesel Light Rail Transit (LRT). The EIS process provides opportunities for the public to comment on the scope of the EIS, including the project’s purpose and need, the alternatives to be considered, and the impacts to be evaluated. The southern terminus of all alternatives would be adjacent to the transit center in downtown Indianapolis.

An original Notice of Intent for the proposed Green Line transit improvement was published on March 9, 2010 and was followed by initial project scoping, public involvement and agency coordination. Project activities were suspended following the initial scoping activities to address funding issues and conduct additional planning related to development of the regional transit vision plan (referred to as “Indy Connect”). As funding issues are being addressed and the regional transit plan has been completed, scoping activities for the Green Line have resumed.

The purpose of this notice is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives, to invite public participation in the EIS process, including comments on the scope of the EIS as proposed in this notice, to announce that a public scoping meeting will be conducted, and to identify participating agency contacts. This input will be used to assist decision makers in determining a locally preferred alternative (LPA) and preparing a Draft Environmental Impact Statement (DEIS) for the Green Line. Upon selection of an LPA, the project sponsors will request permission from FTA to enter into Project Development per requirements of 49 USC 5309. The Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) will be issued after the project has entered Project Development.

Dates, Times, and Locations:

Comment Due Date: Written comments on the purpose and need for the proposed improvements, and the scope of alternatives and impacts to be considered should be sent to the Indianapolis MPO by December 19, 2013.

A public scoping meeting to accept comments on the scope of the study will be held on December 5, 2013 from 6:00 p.m. until 8:00 p.m. in the Julia Carson Government Center located at 300 East Fall Creek Parkway North Drive, Indianapolis, Indiana 46205. The public scoping meeting will be informal and in an open house format. Interested persons may ask questions about the proposal and the FTA’s environmental review process. The project’s purpose and need and the initial set of alternatives proposed for study will be presented at the meetings. CIRTA, the Indianapolis MPO, IndyGo and project team members will be available to answer questions and receive comments. A writing station will be available to those who wish to submit written comments at the public scoping meeting. Project team members will be available to listen and make notes of residents’ comments.

The public scoping meeting location complies with the Americans with Disabilities Act. Persons needing special accommodations should contact Jeremy Moore, Project Manager, at (317) 327–5495 or Jeremy.Moore@indy.gov at least 48 hours prior to the meeting.
The proposed alternatives to be evaluated in the EIS will include the following:

- No-Build Alternative: The No-Build Alternative is defined as the existing transportation system and any committed transportation.
improvements. Committed transportation improvements include projects in the Indianapolis Transportation Improvement Program (TIP), which includes added travel lanes and interchange improvements on I-69 and I-465. The No-Build alternative includes no changes to IndyGo bus service or other transit services. Consideration of the No-Build Alternative is required as part of the NEPA evaluation process.

- Bus Rapid Transit (BRT) Alternatives: A two-lane dedicated busway with on-line stations and other related capital improvements would be constructed in the Hoosier Heritage Port Authority (HHPA) Railroad right of way between Noblesville and 10th Street in Indianapolis. Between 10th Street and the downtown transit center, BRT vehicles would operate on-street in mixed traffic or dedicated lanes via one of three basic alternative routes. The on-street routes utilize Fort Wayne or Massachusetts Avenue, and Pennsylvania and/or Delaware Street. Variations to these basic alignments would be considered near the downtown transit center for BRT vehicles operating in mixed traffic. All BRT alternatives would include enhanced stations with sheltered waiting areas, real-time next bus arrival information and traffic signal preemption technology. The vehicle would be a low-floor diesel-electric hybrid bus with enhanced on-board passenger amenities.

- Diesel Light Rail Transit (LRT) Alternative: The existing track structure of the HHPA rail line would be completely reconstructed between Noblesville and 10th Street in Indianapolis, and new track would be constructed in-street between 10th Street and the downtown transit center. At most locations, the rail guideway in downtown Indianapolis would be in a lane dedicated for transit use. As with BRT, the LRT vehicles would utilize Fort Wayne or Massachusetts Avenue, and Pennsylvania and/or Delaware Street to access the downtown transit center. LRT alternatives would include enhanced stations with sheltered waiting areas, real-time arrival information, low-floor vehicles with enhanced on-board passenger amenities, and fully gated quiet crossings at road crossings outside downtown Indianapolis. Service would be provided by diesel powered light rail vehicles also known as diesel multiple units or DMUs.

- Downtown Indianapolis Options: Two of the downtown alternative alignments utilize Fort Wayne Avenue after leaving the HHPA Corridor and turning to the west onto 10th Street. The first alternative follows Fort Wayne Avenue to Pennsylvania Street, where two-way transit traffic is maintained to Washington Street. At Washington Street, the line turns onto Virginia Avenue and ends just west of the downtown transit center. The second Fort Wayne alternative is the same until it reaches Delaware Street, where it splits and uses Pennsylvania and Delaware Streets for one-way operation to and from the downtown transit center.

A third downtown alternative alignment is on Massachusetts Avenue south of 10th Street. In this option, the downtown transit center is accessed by means of two-way transit operations on Delaware Street.

After leaving the HHPA Corridor on 10th Street, the LRT would use College Avenue to access Massachusetts Avenue. LRT would operate in dedicated lanes over the full length of the route. Center lanes on Massachusetts Avenue would require existing 90-degree parking to be converted to parallel parking. Curb lanes would be used on each side of Delaware Street. LRT would require a section of “tail track” south of the downtown transit center to reverse direction. If LRT is implemented on the Fort Wayne alignments, it is assumed that exclusive lanes would be provided throughout the route with the exception of a short segment of 10th Street where the street is narrow and eastbound traffic volumes are low. The transit lanes would be provided within existing curb lines and stations would be mostly in existing right of way. Implementing LRT would result in loss of travel and/or parking lanes throughout the downtown Indianapolis route.

BRT options could operate in the same exclusive transit lanes that would be used by LRT, with similar impacts to parking and travel lanes, or BRT could operate in general purpose lanes with mixed traffic, taking advantage of the effective traffic signal coordination of the Pennsylvania/Delaware one-way pair. The path for mixed traffic operations could vary in the vicinity of the downtown transit center using Washington Street and Virginia Avenue to turn around. Additionally, mixed traffic BRT could access to Massachusetts Avenue via Carrolton Avenue. This option does not exist for LRT vehicles since they are unable to make the 90-degree turns necessary to use cross streets to access Pennsylvania Street.

Based on public and agency input received during scoping, variations of the above alternatives would be considered for the Green Line Project.

IV. Potential Impacts for Analysis

The scoping process will identify the environmental impact areas most relevant to the project that merit further exploration in the EIS. The potential impact areas include: land use, zoning, potential displacements, parkland, economic development, community disruptions, environmental justice, aesthetics, air quality, noise and vibration, wildlife, vegetation, threatened and endangered species, farmland, water quality, wetlands, waterways, floodplains, hazardous materials, and cultural, historic and archaeological resources.

The EIS will take into account both positive and negative impacts, direct and indirect impacts, short-term and long-term impacts, and site specific and corridor wide impacts. Evaluation criteria will be consistent with all Federal, state, and local criteria, regulations and policies. The EIS will identify measures to avoid or mitigate significant adverse environmental impacts.

To ensure that all significant issues related to this proposed action are identified and addressed, scoping comments and suggestions are invited from all interested parties.

The public involvement program will include a full range of involvement activities. Activities will include outreach to local and regional officials and community and civic groups; a public scoping process to define the issues of concern among all parties interested in the project; organizing periodic meetings with various local agencies, organizations and committees; a public hearing on release of the DEIS; and development and distribution of project information via newsletters, Web site, and social media. Specific mechanisms for involvement will be detailed in the public involvement program.

V. Evaluation Criteria

The Indianapolis MPO may seek New Starts funding for the proposed Green Line Project under 49 U.S.C. 5309 and will therefore be subject to New Starts regulations (49 CFR Part 611). MAP—21 (49 USC 5309(d)) requires that projects proposed for New Starts funding be evaluated based on project justification and local financial commitment criteria. Project justification comprises 50 percent of the overall rating and considers mobility improvements, environmental benefits, congestion relief, cost-effectiveness, economic development effects, and existing land
DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection; Comment Request for Form 5307

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 Form 5307, Application for Determination for Adopters of Master or Prototype or Volume Submitter Plans. The following paragraph applies to all of the collections of information covered by this notice:

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection of information displays a valid OMB control number. Books or records relating to a collection of information must be retained as long as their contents may become material in the administration of any internal revenue law. Generally, tax returns and tax return information are confidential, as required by 26 U.S.C. 6103.

Request for Comments: Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on:

(a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility;
(b) the accuracy of the agency’s estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Approved: November 1, 2013.

Allan Hopkins,
IRS Tax Analyst.

DATES: Written comments should be received on or before January 21, 2014 to be assured of consideration.

ADDRESSES: Direct all written comments to Yvette B. Lawrence, Internal Revenue Service, Room 6129, 1111 Constitution Avenue NW., Washington, DC 20224. Please send separate comments for each specific information collection listed below. You must reference the information collection’s title, form number, reporting or record-keeping requirement number, and OMB number (if any) in your comment.

FOR FURTHER INFORMATION CONTACT: To obtain additional information, or copies of the information collection and instructions, or copies of any comments received, contact Elaine Christophe, at (202) 622–3179, or at Internal Revenue Service, Room 6129, 1111 Constitution Avenue NW., Washington, DC 20224, or through the internet at Elaine.H.Christophe@irs.gov.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Department of the Treasury and the Internal Revenue Service, as part of their continuing effort to reduce paperwork and respondent burden, invite the general public and other Federal agencies to take this opportunity to comment on the

 room 6129, 1111 Constitution Avenue NW., Washington, DC 20224, or through the internet at Sara.L.Covington@irs.gov.

SUPPLEMENTARY INFORMATION:

Title: Application for Determination for Adopters of Master or Prototype or Volume Submitter Plans.

OMB Number: 1545–0200.

Form Number: 5307.

Abstract: Employers whose pension plans meet the requirements of Internal Revenue Code section 401(a) are permitted a deduction for their contributions to these plans. To have a plan qualified under Code section 401(a), the employer must submit an application to the IRS as required by regulation § 1.401–1(b)(2). Form 5307 is used as an application for this purpose by adopters of master or prototype or volume submittor plans.

Current Actions: There are no changes being made to the form at this time.

Type of Review: Extension of a currently approved collection.

Affected Public: Business or other for-profit organizations.

Estimated Number of Respondents: 100,000.

Estimated Time per Respondent: 51 hours, 23 minutes.

Estimated Total Annual Burden Hours: 5,139,000.

The following paragraph applies to all of the collections of information covered by this notice:

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