

be carried forward for baseline comparison purposes throughout the EIS development process.

The EIS will be prepared by MDOT SHA for FHWA to fulfill the requirements established in NEPA pursuant to current FHWA regulations and guidance. MDOT SHA intends to recommend a preferred alternative in the Draft EIS. The FHWA may issue a single Final EIS and Record of Decision (Final EIS/ROD), unless FHWA determines statutory criteria or consideration precluding issuance of a combined decision document.

Previous analyses which evaluated managed lanes in the Study corridors will be considered and incorporated by reference, as appropriate. The Study will consider relevant resource identification and field investigations from previous studies. To the extent consistent with FHWA NEPA regulations, conclusions reached as part of previous planning studies could inform the initial range of alternatives and focus the alternatives evaluation. Since 1990, several studies have examined various sections of I-495 and I-270 within the current Study limits in an effort to evaluate potential congestion relief and operational improvements. Among other issues, these studies considered the potential to provide additional capacity along I-495 and I-270 that could connect with adjacent transportation facilities. Recommendations resulting from each of these studies included the implementation of managed lanes (including Express Toll Lanes [ETL], High-Occupancy vehicle [HOV] lanes, and High-Occupancy Toll [HOT] lanes) on I-495 and radial facilities, (*i.e.*, I-270 and I-95). Studies have included: the *Statewide Commuter Assistance Study Corridor Profile Reports* (MDOT, 1990); the *Capital Beltway HOV Feasibility Study* (MDOT, 1992); *The Potential for Circumferential Transit in the Washington Region* (MWCOG, August 1993); the *I-270/US 15 Multi-Modal Corridor Study* (MDOT, 2002); the *Capital Beltway Study EIS* (VDOT, 2006); *Maryland's Statewide Express Toll Lanes Network Initiative* (MDOT, 2007); the *West Side Mobility Study* (MDOT and VDOT, 2009); and the *Purple Line Study and the Capital Beltway Study* (MDOT *et al.*, 2013).

The *Maryland's Statewide Express Toll Lanes Network Initiative* (MDOT, 2007) built on the studies listed above and provided an overview of the state's vision for a Statewide Express Toll Lanes Network on the State's busiest highway segments in the Baltimore-Washington Region, including I-495 and I-270. The major benefit of the

Express Toll Lanes cited in the study was the ability to provide needed highway lane capacity to ease the impact of congestion by providing transportation improvements sooner than traditional approaches could otherwise achieve. As a result, Metropolitan Washington Council of Governments (MWCOG) recognized this statewide approach to Express Toll Lanes as regionally significant and Express Toll Lanes on I-495 and I-270, as well as other corridors in the Baltimore Washington Region, became part of the Constrained Long-Range Plan.

In July 2017, the National Capital Region Transportation Planning Board at the MWCOG approved a set of ten regional initiatives for further study, which includes analyzing managed lanes on the portions of I-495 and I-270 that are included in the I-495 and I-270 Managed Lanes Study. In September 2017, Maryland Governor Hogan announced the intent to develop additional capacity along sections of I-270, I-495, and the Baltimore-Washington Parkway (MD 295). For I-495 and I-270, the Governor has proposed a P3 to design, build, finance, operate, and maintain this project to accelerate the delivery of improvements for congestion relief.

Scoping Process

FHWA and MDOT SHA will undertake a scoping process for the I-495 & I-270 Managed Lanes Study that will solicit input from the public and interested agencies on the issues that will be evaluated in EIS. This public outreach effort will educate and engage stakeholders regarding the nature and extent of the proposed action. FHWA and MDOT SHA will invite all interested individuals, organizations, and public agencies to comment on the scope of the EIS, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, evaluation methods to be used, and potential mitigation measures.

More information on public outreach activities, including future public workshops, will be available in a project coordination plan on the Study website. All public meetings related to the Study will be held in locations accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the I-495 & I-270 P3 Office at (833) 858-5960 via email at 495-270-P3@sha.state.md.us at least 48 hours before the workshop.

Letters inviting agencies to be cooperating or participating in the environmental review process are being

sent to those agencies that have jurisdiction or may have an interest in the EIS. Additionally, FHWA and MDOT SHA will notify cooperating and participating agencies of a separate agency scoping meeting.

DATES: Four initial public workshop presentations will be held in April 2018 to solicit public input regarding the scope of issues that will be included in the EIS. Written comments on the scope of the EIS should be provided to MDOT SHA by May 1, 2018, using the email address or physical mailing address listed below. Comments may also be provided in writing at the public workshops.

ADDRESSES: The public and other interested parties are encouraged to comment on-line at the Study's website (www.495-270-P3.com), via email at 495-270-P3@sha.state.md.us, or by hard copy during the public workshops. Hard copy comments can also be mailed to the I-495 & I-270 Project Office at 707 North Calvert Street, Baltimore MD 21202.

Authority: 23 U.S.C. 315; 49 CFR 1.48; 23 CFR 771.111 and 771.123.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: March 8, 2018.

Gregory Murrill,

Division Administrator, Federal Highway Administration, Baltimore, Maryland.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2018-0015]

Agency Information Collection

Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) for approval of a new information collection. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on June 19, 2017. We are required to publish this notice in the

Federal Register by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by April 16, 2018.

ADDRESSES: You may send comments within 30 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, Attention DOT Desk Officer. You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. All comments should include the Docket No. FHWA-2018-0015.

FOR FURTHER INFORMATION CONTACT:

Crystal Taylor, 202-366-2907, Office of Human Resources, Corporate Recruitment and Career Entry Division, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue, SE, Washington, DC 20590. Office hours are from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: DOT-FHWA Summer Transportation Internship Program for diverse Groups (STIPDG).

Background: 23 U.S.C. 140 (b) Section 5204—Training and Education/Surface Transportation Workforce Development, Training, and Education states that subject to project approval by the Secretary, a State may obligate funds apportioned to the State for five primary core programs (STP, NHS, Bridge, IM, CMAQ), workforce development, training, and education, including student internships; university or community college support; and outreach to develop interest and promote participation in surface transportation careers. The Summer Transportation Internship Program for Diverse Groups (STIPDG) is an important part of U.S. DOT's intermodal effort to promote the entry of women, persons with disabilities, and members of diverse groups into transportation careers where traditionally these groups have been under-represented.

Accordingly, The Federal Highway Administrations' Office of Innovative Program Delivery will support the STIPDG by working closely with FHWA's Office of Human Resources, specifically the Corporate Recruitment and Career Entry Group, which has

responsibility for administering the program, to include participation and placement of college students, DOT-wide, and for all occupational disciplines, to include summer intern placement DOT-wide and nationwide.

The STIPDG anticipates accepting approximately 500 applications each year and placing an estimated 60-120 undergraduate, graduate, and law students in transportation-related, non-administrative, technical, hands-on assignments with a Federal or State mentor providing on-the-job training. The STIPDG will provide college students with an opportunity to work on current transportation-related topics and issues identified in, or directly pertaining to, the current DOT Strategic Plan. The STIPDG is open to all qualified applicants regardless of race, color, religion, sex, national origin, political affiliation, sexual orientation, marital status, disability, age, membership in an employee organization, or other non-merit factor.

The STIPDG is open to all applicants based on the eligibility requirements that follow and based on the merit of the "Required Documents" listed in bulleted-format below:

1. Applicants must be currently enrolled in degree-granting programs of study at accredited U.S. institutions of higher education recognized by the U.S. Department of Education.

2. Undergraduate applicants must be *juniors or seniors for the fall following the summer internship*. Undergraduate applicants from Junior, Tribal, or Community Colleges *must have completed their first year*.

3. Law Applicants must be *entering their second or third year of law school in the fall following the summer internship*.

4. Applicants who are scheduled to graduate during the coming spring or summer semesters are not eligible for consideration for the STIPDG *unless*: (1) They have been accepted for graduate school enrollment; (2) they have been accepted for enrollment at an institution of higher education; or (3) their acceptance is pending. *In all instances, the applicant must submit with their completed application packages, documentation (with the school's logo) reflecting their status.* (There will be no exceptions.)

5. Former STIPDG interns may apply but will not receive preferential consideration.

6. Applicants will be evaluated based on the "completeness of the application and the Required Documents" listed below. Priority will be given to those with GPA's of 3.0 or better (for the Major and/or cumulatively).

7. Applicants must be available and able to participate in the entire 10-week program.

Respondents: Approximately 500 applicants consisting of undergraduate, graduate and law students. All applicants must be U.S. Citizens.

Frequency: Annually.

Estimated Average Burden per Response: Approximately two hours to complete and submit the application.

Estimated Total Annual Burden

Hours: Approximately 1000 hours annually.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: March 9, 2018.

Michael Howell,

Information Collection Officer.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2018-0004]

Petition for Waiver of Compliance

Under part 211 of Title 49 of the Code of Federal Regulations (CFR), this document provides the public notice that on November 11, 2017, Brightline (BLF) 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 229, *Railroad Locomotive Safety Standards*. FRA assigned the petition docket number FRA-2018-0004.

BLF has purchased ten Siemens SCB-40 locomotives to power Brightline trains between Miami and Orlando, Florida. BLF requests relief from the requirements of 49 CFR 229.61, *Draft system*, with respect to the daily inspection procedure for the front coupler. The locomotives are equipped