

Consumptive Use of up to 1.999 mgd;
Modification Date: October 28, 2009.

31. Novus Operating, LLC, Pad ID:
Wilcox #1, ABR-20090803, Covington
Township, Tioga County, Pa.;

Consumptive Use of up to 0.999 mgd;
Transferred Date: October 22, 2009.

32. Novus Operating, LLC, Pad ID:
Brookfield #1, ABR-20090804,
Brookfield Township, Tioga County,
Pa.; Consumptive Use of up to 0.999
mgd; Transferred Date: October 22,
2009.

Authority: Public Law 91-575, 84 Stat.
1509 et seq., 18 CFR Parts 806, 807, and 808.

Dated: November 17, 2009.

Stephanie L. Richardson,

Secretary to the Commission.

[FR Doc. E9-28514 Filed 11-27-09; 8:45 am]

BILLING CODE 7040-01-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Wake and Johnston Counties, NC

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of Intent (NOI).

SUMMARY: The FHWA is issuing this
notice to advise the public that an
environmental impact statement will be
prepared for a proposed project in Wake
and Johnston Counties, North Carolina.

FOR FURTHER INFORMATION CONTACT: Mr.
George Hoops, P.E., Major Projects
Engineer, Federal Highway
Administration, 310 Bern Avenue, Suite
410, Raleigh, North Carolina 27601-
1418, *Telephone:* (919) 747-7022.

SUPPLEMENTARY INFORMATION: Pursuant
to Title 23, Code of Federal Regulations,
Part 771, Environmental Impact and
Related Procedures, the FHWA, in
cooperation with the North Carolina
Turnpike Authority (NCTA), a division
of the North Carolina Department of
Transportation (NCDOT), will prepare
an environmental impact statement
(EIS) addressing the proposed
completion of the Raleigh Outer Loop.
The proposed study area boundary
begins in Wake County at NC 55 in the
vicinity of Apex and Holly Springs. The
boundary extends southward along NC
55 and turns eastward to parallel NC 42,
crossing into Johnston County near
Benson Road (NC 50). The boundary
turns northward near Clayton,
extending to US 64/US 264 Bypass, in
Knightdale. The study area includes
southeastern limits of Raleigh and the
southern limits of Garner and Cary. The
proposed action is included in the 2035

Long Range Transportation Plan
approved by the Capital Area
Metropolitan Planning Organization
(CAMPO).

This project is designated as three
projects in the NCDOT State
Transportation Improvement Program
(STIP)—Projects R-2721, R-2828, and
R-2829. These projects combine to form
the southern and eastern portions of the
Outer Loop around Raleigh and
surrounding communities, completing
the Outer Loop. The northern portion of
the Outer Loop is open to traffic and the
western portion, the Western Wake
Freeway, is currently under
construction. The southern portion of
this project is proposed to tie into the
Western Wake Freeway near Apex. The
eastern portion of this project is
proposed to tie into the northern portion
of the Outer Loop at the US 64/US 264
Bypass in Knightdale. The EIS for the
proposed action will consider
alternatives that include improving
existing roadways as well as alternatives
that involve building a new location
facility. Multiple alternative corridors
for a new location facility may be
evaluated. The analysis will also
include a range of non-highway
improvement alternatives, including the
“No-Build” alternative (continuation of
the existing condition), expanding
transit service, transportation demand
management (TDM), and transportation
system management (TSM). As part of
the EIS, NCTA will study the feasibility
and impacts of developing the proposed
project as a tolled facility.

Letters describing the proposed action
and soliciting comments will be sent to
appropriate Federal, State and local
agencies. Scoping will occur over a
series of meetings with the agencies and
citizens informational workshops with
the public. Information on the dates,
times, and locations of the citizens
informational workshops will be
advertised in the local news media, and
newsletters will be mailed to those on
the project mailing list. If you wish to
be placed on the mailing list, contact
Jennifer Harris at the address listed
below. The Draft EIS will be available
for public and agency review and
comment prior to the public hearing.

To ensure the full range of issues
related to the proposed action are
addressed and all significant issues
identified, comments and suggestions
are invited from all interested parties.
Comments and questions concerning the
proposed action should be directed to
the FHWA at the address provided
above or directed to: Ms. Jennifer Harris,
P.E., Staff Engineer, North Carolina
Turnpike Authority, at 5400 Glenwood
Avenue, Suite 400, Raleigh, North

Carolina 27612. *Telephone:* (919) 571-
3000. *E-mail:* sewake@ncturnpike.org.

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

Issued on: November 23, 2009.

George Hoops,

*Major Projects Engineer, Federal Highway
Administration, Raleigh, North Carolina.*

[FR Doc. E9-28626 Filed 11-27-09; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[WisDOT Project 1206-07-03]

Notice of Intent to Prepare a Supplemental Draft Environmental Impact Statement; USH 18 & 151, CTH PD to USH 12 & 14, Madison Urban Area; Dane County, WI

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of Intent to Prepare a
Supplemental Draft Environmental
Impact Statement.

SUMMARY: The FHWA is issuing this
notice to advise the public that a
Supplemental Draft Environmental
Impact Statement (SDEIS) is being
prepared for transportation
improvements to the USH 18 & 151
(Verona Rd) corridor from CTH PD to
USH 12 & 14 in the Madison Urban
Area, Dane County, Wisconsin, WisDOT
Project 1206-07-03. The SDEIS is being
prepared in conformance with 40 CFR
1500 and FHWA regulations.

SUPPLEMENTARY INFORMATION: The
Federal Highway Administration
(FHWA), in cooperation with the
Wisconsin Department of
Transportation (WisDOT), is preparing a
Supplemental Draft Environmental
Impact Statement (SDEIS) on
improvements needed to provide
capacity for existing and projected
traffic demand, to reduce high crash
rates, and to provide better connectivity
between land areas adjacent to the
highways on approximately 2 miles of
existing USH 18 & 151 (Verona Road)
from CTH PD (McKee Rd) to USH 12 &
14 (Madison South Beltline Hwy). The
previous DEIS corridor included three
focus areas: (1) The West Madison
Beltline Hwy (USH 12 & 14 from USH
14 in Middleton to Todd Dr in
Madison), (2) Interchange upgrades and
new grade separations on the West
Madison Beltline, and (3) the same

section of USH 18 & 151 (Verona Rd) which will be reevaluated by the proposed SDEIS. The proposed SDEIS will evaluate No Build, Interim Improvements, and Freeway Conversion alternatives for this section of USH 18 & 151. Possible improvements for the other two focus areas may be re-evaluated as separate independent environmental studies at some future date.

Participation by the public, local officials, state and federal regulatory agencies, American Indian Tribes and other interested parties are being solicited through public information meetings, agency coordination meetings, and public hearings. Opportunities to be participating and/or cooperating agencies and to provide input on the project's coordination plan and impact assessment methodology are also being provided under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

This study shall comply with Title VI of the Civil Rights Act and of Executive Order 12898, which prohibits discrimination on the basis of race, color, age, sex, or country of national origin in the implementation of this action. To ensure that the full range of issues related to this proposed action is addressed, and all substantive issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action should be directed to FHWA or WisDOT at the addresses provided below (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction.)

FOR FURTHER INFORMATION CONTACT: Johnny M Gerbitz, Field Operations Engineer, Federal Highway Administration, 525 Junction Road, Suite 8000, Madison, WI 53717-2157; Telephone: (608) 829-7500, Ext "O". You may also contact Eugene Johnson, Director, Bureau of Equity and Environmental Services, Wisconsin Department of Transportation, P.O. Box 7916, Madison, Wisconsin, 53707-7916; Telephone: (608) 267-9527.

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

Issued on: November 17, 2009.

Johnny M Gerbitz,

Field Operations Engineer, Federal Highway Administration, Madison, Wisconsin.

[FR Doc. E9-28452 Filed 11-27-09; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Establishment of the Federal Transit Administration Advisory Committee for Transit Safety

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent to establish a Federal Advisory Committee.

SUMMARY: On November 23, 2009, the Secretary of Transportation authorized the establishment of a Federal Advisory Committee to address transit safety issues. The Transit Rail Advisory Committee for Safety (TRACS) will consist of up to 25 voting members and will provide recommendations to the Secretary of Transportation through the Federal Transit Administrator regarding transit safety and other issues.

DATES: This charter is effective on December 8, 2009.

FOR FURTHER INFORMATION CONTACT: Mike Flanigan, Director, Office of Safety and Security, Federal Transit Administration, 202-366-0235 or Mike.Flanigan@dot.gov.

SUPPLEMENTARY INFORMATION

I. Background

Nationwide, rail transit is considered one of the safest modes of transportation with more than 7 million people boarding rail transit vehicles in the United States each day. Transit agencies have fewer fatalities and injuries than does any other mode of transportation. Over the last five years, however, the industry's safety record, while still low, has deteriorated. Rates per million passenger miles between 2003 and 2008 on rail transit systems, not regulated by Federal Railroad Administration are as follows:

Derailment rates are up from 0.23 to 0.38. Collision rates are up from 0.2 to 0.8.

Passenger Fatality rates are up from 0.43 to 0.60 (all causes except suicide).

Passenger fatality rates from train collisions have held steady at 1 per year (9 in 2009).

Employee right of way fatalities are steady at 3 per year (double the average number during the previous 15 years).

Major accidents in Chicago, Washington, DC, San Francisco, and Boston have captured the attention of

the public and raised widespread concern regarding the industry's commitment to the safety of its passengers and employees. For example, the 2006 derailment of a CTA Blue Line train in Chicago involved aging infrastructure that did not meet agency safety standards and yet remained in service.

In response to this series of accidents, the Secretary of Transportation established the Rail Transit Safety Work Group, an internal Departmental work group with representatives from several administrations, to evaluate the Federal role in transit safety. After deliberating, the work group recommended that the Secretary establish an advisory committee for transit safety. The Secretary accepted the recommendation and authorized the establishment of an advisory committee for the purpose of analyzing transit safety issues and developing recommendations for minimum, national transit safety standards.

The establishment of an advisory committee for transit safety serves the public interest by providing a forum for the development, consideration, and communication of information from knowledgeable and independent perspectives. The level of expertise and balanced viewpoints of this committee will enable early identification of potential problem areas and accelerate corrective actions, thereby creating greater safety and public confidence in the Nation's public transportation systems.

In accordance with the requirements of the Federal Advisory Committee Act, 5 U.S.C. App. 2 (FACA), the Federal Transit Administration (FTA) is publishing this notice to announce the Secretary's intent to establish an advisory committee. The Transit Rail Advisory Committee for Safety (TRACS) will have the objective to provide advice and recommendations to the Administrator of FTA regarding transit safety issues.

No determination of fact or policy will be made by the TRACS. The TRACS will meet as necessary to carry out its duties, but is expected to meet at least twice a year. Meetings of subcommittees or work groups may occur more frequently. The FTA Administrator on behalf of the Secretary of Transportation will name an Executive Director for the committee who will also serve as the Designated Federal Official responsible for ensuring compliance with the requirements of FACA. Members of the public may review the draft charter for TRACS at FTA's Web site located at <http://fta.dot.gov>.