

2013, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The Noise Compatibility Program recommended three Noise Abatement Elements, five Land Use Planning Elements and two Program Management Elements. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program was approved, by the Manager of the Airports Division, Western-Pacific Region, effective September 9, 2013.

Approval was granted for four Land Use Planning Elements and one Program Management Element. The approved measures include: Working with the City of Tucson to review and if necessary modify the boundaries of the Airport Environs Zone (AEZ) Overlay; work with the City of Tucson to review and if necessary modify the land use regulations within the AEZ Overlay as defined in Section 2.8.5 of the City of Tucson Land Use Code; Work with Pima County to review and if necessary modify the boundaries of the Airport Environs and facilities Overlay Zone (AEFZ); work with Pima County to review and if necessary modify the land use regulations within the AEFZ Overlay as defined in Pima County Code; and periodically review and if necessary, update the Noise Exposure Maps (NEM'S) and the Noise Compatibility Program (NCP). Approval as a voluntary measure was given for two Noise Abatement Elements and one Program Management Element. These measures include: Formalizing an agreement with the Arizona Air National Guard (AANG) to limit nighttime/early morning and weekend operations; work with the AANG to develop restrictions on ground operations, including optimal orientation of aircraft during final checks prior to departure to reduce noise impacts, and formalize and expand current public outreach programs. One Noise Abatement Element and one Land Use Planning Element was disapproved for purposes of Part 150, since they did not reduce incompatible land uses or lacked a demonstrated noise benefit to noncompatible land uses exposed to noise levels in the yearly day/night average sound level (DNL) 65 noise contours. These measures included: Study implementing an Optimized

Profile Descent (OPD) procedure for one or more runway ends and to investigate opportunities to design Airport development in a manner that both reduces interior noise levels of the development and that acts as a barrier to shield neighboring communities from aircraft noise.

The FAA determinations are set forth in detail in the Record of Approval signed by the Manager of the Airports Division, Western-Pacific Region, on September 9, 2013. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Tucson International Airport. The Record of Approval also will be available on-line at: [http://www.faa.gov/airports/environmental/airport\\_noise/part\\_150/states/](http://www.faa.gov/airports/environmental/airport_noise/part_150/states/).

Issued in Hawthorne, California, on October 23, 2013.

**Brian Q. Armstrong,**

*Acting Manager, Airports Division, Western-Pacific Region, AWP-600.*

[FR Doc. 2013-25826 Filed 10-30-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### **Environmental Impact Statement, Portageville Bridge Project (Wyoming and Livingston Counties, New York)**

**AGENCY:** Federal Highway Administration (FHWA), United States Department of Transportation (USDOT).

**ACTION:** Notice of Intent.

**SUMMARY:** FHWA, as lead agency, is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed project to provide a modern rail crossing at the location of the existing Portageville Bridge (also known as the "Portage High Bridge") over the Genesee River in Wyoming and Livingston Counties, New York.

**FOR FURTHER INFORMATION CONTACT:** Raymond Hessinger, New York State Department of Transportation, 50 Wolf Road, Albany, New York 12232, Telephone: (518) 457-8075; or Jonathan McDade, New York Division Administrator, Federal Highway Administration, Leo W. O'Brien Federal Building, 7th Floor, Room 719, Clinton Avenue and North Pearl Street, Albany, New York 12207, Telephone: (518) 431-4127.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the New

York State Department of Transportation (NYSDOT) and Norfolk Southern Railway Company, will prepare an EIS in accordance with the National Environmental Policy Act (NEPA) on a proposal to construct a modern rail crossing of the Genesee River between Wyoming and Livingston Counties in New York.

The purpose of the Project is to address the existing deficiencies at Norfolk Southern's Portageville Bridge (also known as the "Portage High Bridge") by providing a modern rail crossing of the Genesee River that is capable of carrying current industry standard freight rail loads, to the greatest degree possible meeting FRA Class 4 speeds, while reducing ongoing maintenance efforts and costs. The Project is needed in order for Norfolk Southern to continue safe, reliable and efficient rail operations on the Southern Tier route. These operations are critical to the economic viability and growth of the Southern Tier and other affected areas of New York.

Alternatives under consideration include: The no-build alternative; rehabilitation or reconstruction of the existing bridge; and construction of a new bridge at approximately the same location or at another location. The NEPA documentation will consider this list of alternatives and evaluations conducted to date, including information documented in a previously-published Draft EIS prepared pursuant to the New York State Environmental Review Act (SEQRA). The NEPA documentation will also consider reasonable and feasible alternatives identified during scoping. The EIS will identify a preferred alternative that meets the Project purpose and need of the project and is considered feasible based on engineering, cost, and social, economic, and environmental considerations.

Information describing the project, alternatives under consideration, and opportunities for agency and public involvement in the process will be sent to the appropriate Cooperating and Participating Agencies and to private organizations and citizens that have expressed an interest in this action. This information will also be available on the Project Web site ([www.dot.ny.gov/portagevillebridge](http://www.dot.ny.gov/portagevillebridge)). The public and agencies will be offered an opportunity to comment on the Purpose and Need, range of alternatives, level of detail, methodologies, etc. This will be accomplished through public and agency outreach which will consist of: A formal public scoping meeting to be held in Mount Morris, New York in November 2013; a public hearing on the

Draft EIS; meetings with the applicable Cooperating and Participating Agencies; and meeting with Section 106 Consulting Parties including federally recognized Indian tribes. The Draft EIS will also be available for public and agency review and comment. FHWA and NYSDOT will provide public notification of the time and location of the meetings and hearings.

The meetings will be accessible to persons with disabilities. If special services, such as an interpreter or sign language services, are needed, please contact Raymond Hessinger, New York State Department of Transportation.

To ensure that a full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or NYSDOT at the addresses provided above.

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

Issued on October 25, 2013.

**Jonathan McDade,**

*New York Division Administrator, Federal Highway Administration.*

[FR Doc. 2013-25865 Filed 10-30-13; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2010-0005-N-21]

#### Proposed Agency Information Collection Activities; Comment Request

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

**ACTION:** Notice and Request for Comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) abstracted below will be forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collections of information was published on August 13, 2013.

**DATES:** Comments must be submitted on or before December 2, 2013.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave. SE., 3rd Floor, Mail Stop 25, Washington, DC 20590 (telephone: (202) 493-6292), or Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave. SE., 3rd Floor, Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6132). (These telephone numbers are not toll-free.)

**SUPPLEMENTARY INFORMATION:** The Paperwork Reduction Act of 1995 (PRA), Public Law 104-13, Section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On August 13, 2013, FRA published a 60-day notice in the **Federal Register** soliciting comment on this ICR that the agency was seeking OMB approval. 78 FR 49321. FRA received no comments in response to this notice.

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30 day notice is published. 44 U.S.C. 3507 (b)-(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30 day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); *see also* 60 FR 44983, Aug. 29, 1995.

The summary below describes the nature of the information collection request (ICR) and the expected burden for the ICR that will be submitted for clearance by OMB as required by the PRA.

**Title:** Alleged Violation Reporting Form

**OMB Control Number:** 2130-0590

**Type of Request:** Regular Approval of a Currently Approved Information Collection

**Affected Public:** U.S. Residents

**Abstract:** The Alleged Violation Reporting Form is a response to Section 307(b) of the Rail Safety Improvement Act of 2008, signed into law by President George W. Bush on October 16, 2008, which requires Federal Railroad Administration (FRA) to "provide a mechanism for the public to submit written reports of potential violations of Federal railroad safety and hazardous materials transportation laws, regulations, and orders to the Federal Railroad Administration." The Alleged Violation Reporting Form allows the general public to submit alleged violations directly to FRA. The form's goal is to allow FRA to collect information necessary to investigate the alleged violation and to provide follow up correspondence with the submitting party.

The Alleged Violation Reporting Form collects the name, phone number and email of the person submitting the alleged violations; the preferred method by which to contact the person; the railroad or company name that committed the alleged violation, the date and time the alleged violation occurred; the location the alleged violation occurred; and details about the violation. All information is voluntary. FRA will collect the information via a form on the FRA public Web site. FRA may share the information collected with FRA employees, State DOT partners, and law enforcement agencies.

**Form Number(s):** FRA F 6180.151

**Annual Estimated Burden Hours:** 50 hours

**Addressee:** Send comments regarding this information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street NW., Washington, DC 20503, Attention: FRA Desk Officer. Comments may also be sent via email to OMB at the following address: [oir-submissions@omb.eop.gov](mailto:oir-submissions@omb.eop.gov)

**Comments are invited on the following:** Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it