

the Congressional mandate and devise and implement suitable plans to reduce/eliminate troublingly high numbers of highway-rail grade collisions in their States. FRA reviews grade these crossing action plans and grade crossing action plan revisions to ensure that these plans include the following: (1) Identify

specific solutions for improving safety at highway-rail grade crossings, including highway-rail grade crossing closures or grade separations, (2) Focus on crossings that have experienced multiple accidents or are at high risk for such accidents, and (3) Cover a five-year period of time.

Form Number(s): N/A.

Affected Public: States.

Respondent Universe: 10 States.

Frequency of Submission: On occasion.

Reporting Burden:

CFR section	Respondent universe	Total annual responses	Average time per response (hours)	Total annual burden hours
234.11—State Highway-Rail Grade Crossing Action Plans.	10 States	10 plans	600	6,000
—Revised Grade Crossing Action Plans After FRA Review.	10 States	5 plans	80	600

Total Responses: 15.

Estimated Total Annual Burden: 6,400 hours.

Type of Request: Re-Approval of a Currently Approved Information Collection.

Status: Regular Review.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC, on May 20, 2013.

Rebecca Pennington,

Chief Financial Officer, Federal Railroad Administration.

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the approximately 106-mile corridor between Tulsa and Oklahoma City, which currently has no passenger rail service. This corridor is part of the South Central High Speed Rail Corridor and is a federally-designated high-speed rail (HSR) corridor. ODOT envisions the Tulsa—Oklahoma City passenger rail corridor to be a new, dedicated HSR line for the majority of its length.

DATES: FRA invites the public, governmental agencies, and all other interested parties to comment on the scope of the EIS. All such comments should be provided in writing, within thirty (30) days of the publication of this notice, at the address listed below. Comments may also be provided orally or in writing at the scoping meetings for the Project. Scoping meeting dates, times and locations, in addition to related Project information can be found online at www.TulsaOKCRailCorridor.com.

ADDRESSES: Written comments on the scope of the EIS may be mailed or emailed within thirty (30) days of the publication of this notice to Catherine Dobbs, Transportation Industry Analyst, Office of Railroad Policy and Development, Federal Railroad Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, or catherine.dobbs@dot.gov; or Johnson Bridgwater, Federal Programs Manager, Oklahoma Department of Transportation Rail Division, 200 NE. 21st Street, Oklahoma City, OK 73105–3204.

FOR FURTHER INFORMATION CONTACT: Catherine Dobbs, Transportation Industry Analyst, Federal Railroad Administration, 1200 New Jersey Avenue SE., Washington 20590, telephone (202) 493–6347, catherine.dobbs@dot.gov, or Johnson Bridgwater, Federal Programs Manager, Oklahoma Department of Transportation Rail Division, 200 NE. 21st Street,

Oklahoma City, OK 73105–3204, telephone (405) 521–4203.

Environmental Review Process: The EIS will be prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (CEQ) regulations implementing NEPA and the FRA's Procedures for Considering Environmental Impacts as set forth in 64 FR 28545 dated May 26, 1999 (Environmental Procedures). The EIS will also address Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303) and other applicable Federal and state laws and regulations. The study will result in a NEPA document that will address overall issues of concern, including but not limited to:

- Describing the purpose and need for the proposed action.
- Describing the environment likely to be affected by the proposed action.
- Developing evaluation criteria to identify alternatives that meet the purpose and need of the proposed action.
- Identifying the range of reasonable alternatives that satisfy the purpose and need for the proposed action.
- Developing the no-build alternative to serve as a baseline for comparison.
- Describing and evaluating the potential environmental impacts and mitigation associated with the proposed alternatives.

SUPPLEMENTARY INFORMATION: The Federal Railroad Administration, in cooperation with the Oklahoma Department of Transportation (ODOT), will prepare the EIS for the State of Oklahoma High-Speed Rail Initiative: Tulsa—Oklahoma City Passenger Rail Corridor Investment Plan. The proposed route would begin in Oklahoma City at the Santa Fe Depot and proceed easterly toward Tulsa, terminating at the Union Station in Tulsa. This route is an

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for Tulsa—Oklahoma City Passenger Rail Corridor, Oklahoma, Lincoln, Creek, and Tulsa Counties, OK

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Notice of Intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FRA is issuing this notice to advise the public that FRA and the Oklahoma Department of Transportation (ODOT) Rail Division intend to prepare an EIS pursuant to the National Environmental Policy Act of 1969 (NEPA) for the State of Oklahoma High-Speed Rail Initiative: Tulsa—Oklahoma City Passenger Rail Corridor Investment Plan in Oklahoma, Lincoln, Creek, and Tulsa counties, Oklahoma. The EIS will evaluate passenger rail alternatives for

important component of the South Central High-Speed Rail Corridor. Passenger trains would travel at speeds up to 125 miles per hour. As part of the EIS, various alternative rail line routes will be analyzed including shared use options with the BNSF Railway, Union Pacific Railroad, Stillwater Central Railroad and the Tulsa Sapulpa Union Railway. Dedicated high-speed passenger rail lines and/or a combination of dedicated and shared use corridors will also be considered. In addition, the EIS will analyze the potential impacts of locations/modifications of stations, power or fueling stations, and maintenance facilities to support passenger rail operations.

The EIS will complete an analysis of passenger rail alternatives in the study area and evaluate the environmental impacts using a combination of Geographic Information System (GIS) data, field investigations and site visits/sampling where necessary. The primary environmental resources located within the study area that may be affected are: Agricultural, residential, commercial, and industrial properties; streams and floodplains; wetlands; and open space. FRA and ODOT will seek to avoid and minimize impacts to these resources, as well as cultural resources and protected lands. Minimization and mitigation measures will be identified and committed to within the EIS where appropriate.

In accordance with the NEPA, the FRA and ODOT will invite comments and suggestions regarding the scope of the project from all interested parties to ensure that all issues are addressed related to this proposal and any significant impacts are identified. Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state, and local agencies, Native American tribes, and private organizations who might have previously expressed or who are known to have an interest in this project. Federal agencies with jurisdiction by law or special expertise with respect to potential environmental issues will be requested to act as a Cooperating Agency in accordance with 40 CFR 150.16.

ODOT will lead the outreach activities beginning with scoping meetings (dates to be determined). Public involvement initiatives including public meetings, project Web site, and outreach will be held throughout the course of this study. Opportunities for public participation will be announced through mailings, notices, advertisements, press releases and a project Web site, accessible at

www.TulsaOKCRailCorridor.com. One or more public hearings will be held after the draft EIS is released and made available for public and agency review. Public notice will be given for the time and place of public hearings.

Comments or questions concerning this proposed action and the EIS are invited from all interested parties and should be directed to the FRA at the address provided above.

Issued in Washington, DC, on May 15, 2013.

Corey Hill,

Director, Office of Passenger and Freight Programs.

[FR Doc. 2013-12565 Filed 5-24-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2013-0059]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel BOND VOYAGE; Invitation for Public Comments

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before June 27, 2013.

ADDRESSES: Comments should refer to docket number MARAD-2013-0059. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23-453, Washington, DC 20590. Telephone 202-366-0903, Email Linda.Williams@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel BOND VOYAGE is:

Intended Commercial Use of Vessel: "6-pack non-inspected harbor tours and whale watching, 6 passengers or less, in and around home port of Marina Del Rey, California only".

Geographic Region: "California only".

The complete application is given in DOT docket MARAD-2013-0059 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR Part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

Dated: May 20, 2013.

By Order of the Maritime Administrator.

Julie P. Agarwal,

Secretary, Maritime Administration.

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