

technology high-speed ground transportation system. During the late 1990s, FRA was implementing the Maglev Deployment Program (Program) created by Congress in the Transportation Equity Act for the 21st Century (Pub. L. 105–178, June 9, 1998). The purpose of the Program was to demonstrate the feasibility of maglev technology. In addition to a number of feasibility studies, FRA prepared a PEIS addressing the potential for significant environmental impact from the Program that included a Las Vegas-Primm project as one of seven projects analyzed in the PEIS. The notice of availability for the PEIS was published on May 4, 2001.

The Department of Transportation and Related Agencies Appropriations Act, 2003 (Pub. L. 108–7), which provides appropriations for the FRA and other agencies, included funds specifically to conduct additional design, engineering and environmental studies concerning the California-Nevada Interstate Maglev Project under the FRA's Next Generation High Speed Rail Technology Demonstration Program. On May 20, 2004, FRA issued a notice of intent to prepare a PEIS for the California-Nevada Interstate Maglev project. FRA intended for this PEIS to draw on environmental analysis already completed, including the Las Vegas-Primm project.

The only activity completed for the PEIS was scoping in 2004. No further work has been completed on the PEIS since that time. Due to a lack of activity for more than five years, FRA is issuing this notice terminating the preparation of the PEIS.

Renee Cooper,

Staff Director, Office of Passenger and Freight Programs.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice Rescinding a Notice of Intent To Prepare an Environmental Impact Statement for the Altamont Corridor Rail Project From Stockton to San Jose, California

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

ACTION: Notice rescinding intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Railroad Administration (FRA) is issuing this notice to advise the public that FRA is

rescinding the Notice of Intent (NOI) to prepare a programmatic environmental impact statement (EIS) for the Altamont Corridor Rail Project from Stockton to San Jose, California Project in cooperation with the project sponsor, the California High Speed Rail Authority (Authority). FRA published the original NOI in the **Federal Register** on October 29, 2009. This rescission is due to the transfer of the project from the Authority to the San Joaquin Regional Rail Commission (SJRRRC) and a change in the project definition and purpose and need. An NOI to prepare an Environmental Impact Statement (EIS) for the revised Altamont Corridor Express also known as the *ACEforward* project is being published concurrently with this notice.

FOR FURTHER INFORMATION CONTACT: Ms. Stephanie Perez-Arrieta, Environmental Protection Specialist, Federal Railroad Administration, 1200 New Jersey Avenue Southeast, (Mail Stop 20), Washington, DC 20590, telephone (202) 493–0388.

SUPPLEMENTARY INFORMATION: The Altamont Corridor was studied by the Authority and identified as a candidate route to the Bay Area in the Statewide High Speed Train (HST) System Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The Authority and FRA further examined the corridor in the 2008 Bay Area to Central Valley HST EIR/EIS and selected the Pacheco Pass via Gilroy as the route to connect the main line of the HST network in the Central Valley with the Peninsula and San Francisco. The Authority and SJRRRC proposed to develop a dedicated regional rail corridor through Altamont Pass and the Tri Valley area capable of supporting intercity and commuter rail passenger services. The project was planned to improve the existing ACE service managed by SJRRRC by accommodating more trains per day, reducing travel times, and eliminating freight railroad delays by providing separate passenger tracks. The Altamont Corridor was planned to serve as a feeder to the statewide HST System being planned and developed by the Authority. The project considered connections between the Altamont corridor and the HST mainline between Stockton and Modesto and HST compatible infrastructure that would have allowed trains to run from one rail line to the other in order to accommodate intercity travel between stations along the Altamont Corridor and regional stops on the greater statewide HST System.

Scoping was completed for the EIR/EIS in 2009 and the development of

preliminary alternatives in 2010 and 2011. No further work was completed on the EIS. Due to the proposed change in leadership and direction of this project, FRA is issuing this notice terminating the preparation of the Altamont Corridor Rail Project EIS.

Issued in Washington, DC, on September 13, 2013.

Renee Cooper,

Staff Director, Office of Passenger and Freight Programs.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2012–0066]

State Rail Plan Guidance

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

ACTION: Notice of Availability of Final State Rail Plan Guidance.

SUMMARY: FRA is publishing this notice to announce the availability of final State Rail Plan Guidance. The purpose of FRA's final State Rail Plan Guidance is to describe the processes for the development, submission, and acceptance of State rail plans. State rail plans are documents that are required under Section 303 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). Section 303 of PRIIA provides for enhanced State involvement in rail policy, planning, and development efforts, including requiring States to develop FRA-accepted State rail plans in order to be eligible for the capital grants authorized in the Act and available under the High-Speed Intercity Passenger Rail program. This guidance provides an explanation of the process to be followed in developing State rail plans, FRA's process for reviewing and accepting State rail plans, a standardized format, and a list of the minimum content requirements for State rail plans. The State Rail Plan Guidance is available on FRA's Web site at <http://www.fra.dot.gov/Page/P0511>.

DATES: The final State Rail Plan Guidance is effective as of the publication of this notice on September 18, 2013.

Applicability: Any State rail plan whose development is begun after publication of this notice must adhere to the standardized format and minimum content requirements defined within the guidance in order to be accepted by the FRA.