

consist of light rail guideway along SR 99 in two configurations. In one configuration the guideway would follow the median for most of the length of SR 99. For the other configuration, the guideway could utilize and transition between the east side, west side, and/or median of SR 99. Station locations proposed for evaluation with the SR 99 Alternatives include the areas near the vicinity of South 240th Street near Highline Community College; the vicinity of South 272nd Street near the Redondo park-and-ride facility; and the vicinity of South 317th Street near the Federal Way Transit Center. The SR 99 alternatives may include other additional station locations in the vicinities of South 216th Street and South 260th Street identified through the early scoping and alternatives analysis processes.

Potential 30th Avenue Alternative.

The potential 30th Avenue Alternative would consist of light rail guideway along a portion of 30th Avenue South in the cities of Des Moines and Kent. From Angle Lake Station, the guideway would travel along SR 99 and transition east to 30th Avenue at approximately South 220th Street. The guideway would remain on 30th Avenue South from South 224th Street to approximately South 240th Street. From South 240th Street, the guideway would transition to SR-99 or I-5 and continue towards Federal Way. The station locations would be the same as those described in the previous alternatives.

Scope of Environmental Analysis. The EIS process explores in a public setting the potentially significant effects of implementing the proposed action (and alternatives to the proposed action) on the physical, human, and natural environment. Areas of investigation for this project may include, but might not be limited to, transportation, land use and consistency with applicable plans, land acquisition and displacements, socioeconomic impacts, park and recreation resources, historic and cultural resources, environmental justice, visual and aesthetic qualities, air quality, noise and vibration, energy use, safety and security, and ecosystems, including threatened and endangered species. These effects will be evaluated for both the construction period and the long-term period of operation. Indirect, secondary and cumulative impacts will also be evaluated. The EIS will identify measures to avoid, minimize, or mitigate significant adverse impacts.

Roles of Agencies and the Public.

NEPA, and FTA's regulations for implementing NEPA, call for public involvement in the EIS process, including: (1) Invitations to other

Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project to become "cooperating" or "participating agencies," (2) opportunities for involvement by agencies and the public in helping to define the proposed project's purpose and need, as well as the range of alternatives for consideration in the impact statement, and (3) a plan for coordinating public and agency participation in and comment on the environmental review process.

An invitation to become a cooperating or participating agency will be extended to Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project. Any agency or tribe interested in the project that does not receive such an invitation should promptly notify the Sound Transit Senior Environmental Planner identified above under **ADDRESSES**.

A draft Coordination Plan for public and agency involvement is available for review at the project Web site. It identifies the project's coordination approach and structure, details the major milestones for agency and public involvement, and includes an initial list of interested agencies and organizations.

FTA and Sound Transit welcome comments from interested individuals, organizations, tribes and agencies. Comments are invited regarding the preliminary statement of purpose and need; the alternatives to be evaluated in the EIS; and any significant environmental issues related to the alternatives. Suggested reasonable alternatives that meet the project purpose and need will be considered. To assist the public during scoping, Sound Transit has prepared an Environmental Scoping Information Folio describing the project, potential alternatives, potential impact areas to be evaluated, and the preliminary EIS schedule. You may request a copy from Tralayne Myers, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104-2826, telephone: (206) 398-5014 or email: traylane.myers@soundtransit.org. It is also available at <http://www.soundtransit.org/FWextension>. After the comment period, Sound Transit will publish a summary of the public and agency comments it receives. After scoping concludes later this year, the Sound Transit Board is expected to consider the scoping comments received and then act on a motion addressing the purpose and need for the project, the scope of environmental review, and alternatives to be considered in the draft EIS.

FTA and Sound Transit will comply with all applicable Federal

environmental laws, regulations, and executive orders during the environmental review process. These requirements include, but are not limited to, the regulations of the Council on Environmental Quality implementing NEPA, and FTA's own NEPA regulations (40 CFR parts 1500-1508, and 23 CFR part 771); the air quality conformity regulations of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93); the Section 404(b)(1) guidelines of EPA (40 CFR part 230); the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800); the regulations implementing Section 7 of the Endangered Species Act (50 CFR part 402); Section 4(f) of the Dept. of Transportation Act (23 CFR part 774); Executive Order 12898 on Environmental Justice, 11988 on floodplain management, and 11990 on wetlands; and DOT Order 5610.2(a) on Environmental Justice.

Paperwork Reduction. The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, FTA limits as much as possible the distribution of complete sets of printed environmental documents. Accordingly, absent a specific request for a complete printed set of environmental documents (preferably in advance of printing), Sound Transit will distribute only the executive summary of the environmental document together with a compact disc of the complete environmental document. A complete printed set of the environmental document will be available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document will also be available on Sound Transit's Web page.

Issued On: June 11, 2013.

Kenneth A. Feldman,

Deputy Regional Administrator.

[FR Doc. 2013-14296 Filed 6-14-13; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[NHTSA Docket No. NHTSA-2013-0075]

Federal Interagency Committee on Emergency Medical Services; Meeting

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Meeting Notice—Federal Interagency Committee on Emergency Medical Services.

SUMMARY: NHTSA announces a meeting of the Federal Interagency Committee on Emergency Medical Services (FICEMS) to be held in the Washington, DC area. This notice announces the date, time and location of the meeting, which will be open to the public. Pre-registration is required to attend.

DATES: The meeting will be held on July 8, 2013, from 1:00 p.m. EDT to 4:00 p.m. EDT.

ADDRESSES: The meeting will be held at the Department of Health & Human Services (HHS) Headquarters Building at 200 Independence Avenue SW., Washington, DC 20201 in Suite 800 on the penthouse floor.

FOR FURTHER INFORMATION CONTACT: Drew Dawson, Director, Office of Emergency Medical Services, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., NTL-140, Washington, DC 20590, Telephone number (202) 366-9966; *Email* Drew.Dawson@dot.gov.

Required Registration Information: This meeting will be open to the public; however, pre-registration is required to comply with security procedures. Members of the public wishing to attend must register online at <http://events.signup4.com/FICEMSJuly2013> no later than July 3, 2013.

A picture I.D. must be provided to enter the HHS Building and it is suggested that visitors arrive 30 minutes early in order to facilitate entry. Please be aware that visitors to HHS are subject to search and must pass through a magnetometer. Weapons of any kind are strictly forbidden in the building unless authorized through the performance of the official duties of your employment (i.e. law enforcement officer). Staff from HHS will be in the lobby beginning at 12:30 p.m. EDT on the day of the meeting to escort members of the public to the meeting room.

SUPPLEMENTARY INFORMATION: Section 10202 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), Public Law 109-59, provides that the FICEMS consist of several officials from Federal agencies as well as a State emergency medical services director appointed by the Secretary of Transportation.

Tentative Agenda: This meeting of the FICEMS will focus on addressing the requirements of SAFETEA-LU and the opportunities for collaboration among the key Federal agencies involved in

emergency medical services. The tentative agenda includes:

- Approval of the FICEMS Annual Report to Congress
 - Report from the Chair of the National EMS Advisory Council (NEMSAC) on recently adopted recommendations for FICEMS
 - Presentation by the National Institutes of Health, Office of Emergency Care Research
 - Presentation on the White House Forum on Military Credentialing and Licensure for Emergency Medical Services
 - Presentation from the Biomedical Advanced Research and Development Authority (BARDA)
 - Discussion of Response to Recommendations from the National Transportation Safety Board
 - Update on Helicopter Emergency Medical Services recommendations
 - Status of responses to Mexican Hat, Utah Motorcoach Crash recommendations
 - Reports and updates from Technical Working Group committees
 - A discussion on FICEMS strategic planning
 - Reports, updates, and recommendations from FICEMS members
 - A public comment period
- There will not be a call-in number provided for this FICEMS meeting; however, minutes of the meeting will be available to the public online at www.EMS.gov. A final agenda and other meeting materials will be posted at www.EMS.gov prior to the meeting.

Dated: June 12, 2013.

Jeffrey P. Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2013-14301 Filed 6-14-13; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 55 (Sub-No. 731X)]

CSX Transportation, Inc.— Discontinuance of Service Exemption—in Oswego County, NY

CSX Transportation, Inc. (CSXT) filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue service over approximately a 0.85-mile rail line on CSXT's Northern Region, Albany Division, Fulton Subdivision, between milepost QMF 37.10 at the connection with CSXT's main line and milepost

QMF 37.95 at the end of the track, in Oswego County, NY (the Line). The Line traverses United States Postal Service Zip Code 13126, and includes the Oswego Station located at milepost QMF 37.10.

CSXT has certified that: (1) No local traffic has moved over the Line for at least two years; (2) any overhead traffic on the Line can be and has been rerouted; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.12 (newspaper publication) and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the discontinuance of service shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on July 17, 2013, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA for continued rail service under 49 CFR 1152.27(c)(2)¹ must be filed by June 27, 2013.² Petitions to reopen must be filed by July 8, 2013, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to CSXT's representative: Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

¹ Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).

² Because CSXT is seeking to discontinue service, not to abandon the Line, trail use/rail banking and public use conditions are not appropriate. Likewise, no environmental or historic documentation is required here under 49 CFR 1105.6(c) and 49 CFR 1105.8(b), respectively.