

that submitted the map, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Tweed New Haven Regional Airport, also effective on November 26, 2012. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before May 25, 2013. The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, Section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure map, the FAA's evaluation of the map, and the proposed noise compatibility program are available for examination at the following locations:

Tweed New Haven Regional Airport,
New Haven, Connecticut

Federal Aviation Administration, New
England Region, Airports Division,
ANE-600, 16 New England Executive
Park, Burlington, Massachusetts
01803

Questions may be directed to the individual named above under the heading: **FOR FURTHER INFORMATION CONTACT.**

Issued in Burlington, Massachusetts, on November 26, 2012.

Richard Doucette,

*Manager, Environmental Programs, FAA
Airports Division, New England Region.*

[FR Doc. 2013-02608 Filed 2-5-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on Surplus Property Release at Manchester-Boston Regional Airport in Manchester, NH

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Request for Public Comments.

SUMMARY: Under the provisions of Title 49, U.S.C. Section 47153(d), notice is being given that the FAA is considering a request from Manchester-Boston Regional Airport in Manchester, NH to waive the surplus property requirements for approximately 19 acres of airport property located at Manchester-Boston Regional Airport in Manchester, NH. The subject parcels have been used for non-aeronautical purposes for over 30 years under temporary relief of surplus property requirements. It has been determined through study and master planning that the subject parcels will not be needed for aeronautical purposes as they are not contiguous to the airport proper. Full and permanent relief of the surplus property requirements on these specific parcels will allow the airport and its tenants on these parcels to make the necessary and aviation-compatible improvements to the parcels. All revenues through the leasing of the parcels will continue to be subject to the FAA's revenue-use policy and dedicated to the maintenance and operation of the Manchester-Boston Regional Airport.

DATES: Comments must be received on or before March 8, 2013.

ADDRESSES: Send comments on this document to Mr. Barry J. Hammer at the Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803, Telephone 781-238-7625.

FOR FURTHER INFORMATION CONTACT: Documents are available for review by appointment by contacting Mr. David Bush, Telephone 603-624-6539 or by contacting Mr. Barry J. Hammer, Federal Aviation Administration, 16 New England Executive Park, Burlington, Massachusetts, Telephone 781-238-7625.

Issued in Burlington, Massachusetts on January 29, 2013.

Mary T. Walsh,

*Manager, Airports Division, New England
Region.*

[FR Doc. 2013-02599 Filed 2-5-13; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Establishment of the National Freight Network

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: This notice defines the planned process for the designation of the national freight network as required by Section 1115 of the Moving Ahead for Progress in the 21st Century Act (MAP-21). This notice defines the process for the initial designation of the primary freight network, the designation of additional miles critical to future efficient movement of goods on the primary freight network, and how data on the State-designated critical rural freight corridors will be collected.

FOR FURTHER INFORMATION CONTACT: For questions about the program discussed herein, contact Ed Strocko, FHWA Office of Freight Management and Operations, (202) 366-2997, or via email at ed.strocko@dot.gov. For legal questions, please contact Michael Harkins, FHWA Office of the Chief Counsel, (202) 366-4928, or via email at Michael.Harkins@dot.gov. Business hours for the FHWA are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

You may retrieve a copy of the notice through the Federal eRulemaking portal at: <http://www.regulations.gov>. The Web site is available 24 hours each day, every day of the year. Electronic submission and retrieval help and guidelines are available under the help section of the Web site.

An electronic copy of this document may also be downloaded from Office of the Federal Register's home page at: http://www.archives.gov/federal_register and the Government Printing Office's Web page at: <http://www.gpoaccess.gov>.

Background

Freight in America travels over an extensive multimodal network of highways, railroads, waterways, pipelines, and airways. Freight moves throughout the United States on 985,000 miles of Federal-aid highways, 141,000 miles of railroads, 11,000 miles of inland waterways, and 1.6 million miles of pipelines. There are over 19,000 airports in the United States, with approximately 540 serving commercial operations, and over 5,000 coastal, Great Lakes, and inland waterway facilities moving cargo.

A significant portion of the freight moved in the United States travels on multiple modes of transportation to reach its final destination. While specific commodities are likely to use a particular mode or series of modes to be moved, a complex multimodal system is required to fully meet the growing volume of bulk and high velocity/high value goods in the United States. Each component of the freight transportation system must work in concert with each other to meet the day-to-day demands of commerce.

Section 167(c) of title 23 United States Code (U.S.C.), which was established in Section 1115 of MAP-21, directs the Secretary to establish a national freight network to assist States in strategically directing resources toward improved system performance for efficient movement of freight on the highway portion of the Nation's freight transportation system. This includes the National Highway System, freight intermodal connectors, and aerotropolis¹ transportation systems.

Under 23 U.S.C. 167(c), the national freight network will consist of the primary freight network, the portions of the Interstate System not designated as part of the primary freight network, and critical rural freight corridors. The designation of the primary freight network will be based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States. The primary freight network will be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight, but the 27,000 mile cap may be increased by an

additional 3,000 centerline miles of existing and planned roadways that the Secretary deems critical to the future efficient movement of goods on the primary freight network.

The MAP-21 also establishes the policy of the United States to improve the condition and performance of this national freight network to ensure that it provides the foundation for the United States to compete in the global economy and achieve the goals of the national freight policy. Consistent with the national freight policy, strategies to improve system performance on the national freight network should consider solution sets that effectively integrate the entire freight transportation system, including non-highway modes of freight transport, in order to maximize the efficiency of the national freight network.

Purpose of This Notice

The purpose of this notice is threefold: (1) To provide to stakeholders the planned process and criteria for the designation of not more than 27,000 centerline miles for the primary freight network, (2) to describe the principles and factors to be used for the designation of up to 3,000 additional centerline miles critical to future efficient movement of goods on the primary freight network, and (3) to establish how data for the State-designated critical rural freight corridors will be collected.

Primary Freight Network Designation

The designation of the primary freight network will be based on measureable and objective data, including: origins and destinations of freight movements; total freight tonnage and value of freight moved by highways; percentage of

annual average daily truck traffic (AADTT) in the annual average daily traffic (AADT) on principal arterials; AADTT on principal arterials; land and maritime ports of entry; access to energy exploration, development, installation, or production areas; population centers; and network connectivity. The analysis will primarily use data from the Freight Analysis Framework maintained by the U.S. Department of Transportation (DOT). Other DOT modal agencies including the Federal Railroad Administration, Maritime Administration, Pipeline and Hazardous Materials Safety Administration, Federal Aviation Administration, and Bureau of Transportation Statistics will be consulted and other data will be incorporated into the analysis. Multiple scenarios will be analyzed using various weighting configurations to identify a primary freight network of up to 27,000 centerline miles. Such scenarios may target a range of tonnage or commodity values which are transported, a range of truck traffic volumes, or a range of percentages of truck traffic on principal arterials. Scenarios will also analyze: ranges of service and access to significant ports of entry/exit for international trade; access to energy areas; access to population centers; and network connectivity that includes multimodal aspects of the freight transportation system, such as rail lines parallel to principal arterials that carry trailer-on-flatcar, container-on-flatcar, and doublestack payloads of typically high-value, time-sensitive cargo, and rail lines and waterways that carry significant bulk cargo.

The following table denotes the factors, data sources, and parameters that may be used for designation of the primary freight network:

Factor	Data source	Parameters
Origins/destinations of freight movements.	FAF 3.4 http://faf.ornl.gov/fafweb/Extraction0.aspx	Connect top origins/destinations
Freight tonnage and value by highways.	FAF 3.4 http://faf.ornl.gov/fafweb/Extraction0.aspx	Include top routes by weight of freight transported; Include top routes by value of commodity transported
Percentage of AADTT on principal arterials.	HPMS 2010 AADTT http://www.fhwa.dot.gov/policyinformation/hpms.cfm	Include top routes by percentage of AADTT on principal arterials
AADTT on principal arterials	HPMS 2010 AADTT http://www.fhwa.dot.gov/policyinformation/hpms.cfm	Include top routes by AADTT on principal arterials
Land & maritime ports of entry.	USACE U.S. Army Corps, Navigation Data Center, special request, October 2012 via BTS. MARAD http://www.marad.dot.gov/documents/Container_by_US_Customs_Ports.xls	Connect top water ports ranked by weight and values Connect top water ports ranked by number of TEUs
	BTS Transborder data http://www.bts.gov/programs/international/transborder/TBDR_QuickSearch.html	Connect top water ports ranked by weight and values

¹ Aerotropolis transportation systems means a planned and coordinated multimodal freight and passenger transportation network that, as

determined by the Secretary, provides efficient, cost-effective, sustainable, and intermodal

connectivity to a defined region of economic significance centered around a major airport.

Factor	Data source	Parameters
Access to energy exploration, development, installation or production areas.	EIA (US Energy Information Admin.) http://www.eia.gov/pub/oil_gas/natural_gas/analysis_publications/maps/maps.htm#geodata .	Include access to coal basins, top coal mines, coalbed methane fields, natural gas production locations, gas and oil plays (exploration areas)
	Pennwell Mapsearch data via Pipeline and Hazardous Materials Safety Administration (PHMSA). http://www.mapsearch.com	Include access to oil refineries and distribution centers
	Pennwell Mapsearch data via Pipeline and Hazardous Materials Safety Administration (PHMSA). http://www.mapsearch.com	Include access to biodiesel and ethanol plants
Population centers	2010 Census	Connect top urbanized areas; Utilize Census Urbanized Area Boundary for geographic areas
Network connectivity	http://www.census.gov/cgi-bin/geo/shapefiles2010/main FAF 3.4 http://faf.ornl.gov/fafweb/Extraction0.aspx	In order to reduce gaps in the network, connect PFN segments to one another, to the Interstate System, or begin/end at access point

The following table denotes the other factors, data sources, and parameters that may be considered in the designation of the primary freight network:

Factor	Data source	Parameters
Major intermodal connectors	NHS Intermodal Connectors http://www.fhwa.dot.gov/planning/national_highway_system/intermodal_connectors/ . FHWA research report	Connect major airport facilities, rail hubs, pipeline terminals, and port terminals
Air ports of entry	Distribution centers and warehouse locations. FAA http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/ . U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, USA Trade Online, August 2012.	Connect top air ports of entry by landed weight Connect top air ports of entry by value
For routes off the Interstate System, designation on the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the State.	FAF 3.4 http://faf.ornl.gov/fafweb/Extraction0.aspx	Where there are parallel routes to consider, avoidance of routes on the National Network that are 'restricted' or 'low clearance'
For routes off the Interstate System, availability of truck facilities.	FHWA research report	Where there are parallel routes as alternatives, consider presence of truck stops, rest areas, and weigh stations as factors

Primary Freight Network Additional Miles

Title 23 U.S.C. 167(d)(2) allows for up to 3,000 additional miles to be designated for the primary freight network that are critical to the future efficient movement of goods on the primary freight network, which may include existing or planned roads. In determining whether a route is critical to the future efficient movement of good on the primary freight network, the Secretary will consider the factors identified above for the designation of

the initial 27,000 centerline miles as well as one or more additional factors, which may include, but are not limited to: supply chain/distribution network considerations including flows of key commodities; connections to major intermodal connectors; global and national economic and growth trends and growth areas; length of haul and its effect on tonnage on the primary freight network; designation on the National Network, as defined in 23 CFR part 658, without restrictions or clearance issues; availability of truck amenities; current

or planned waterway, rail, port or intermodal terminal infrastructure developments that may impact future freight flows; freight bottlenecks; connection to international border crossings; and consideration of planned unbuilt highway facilities. Additional miles may also be reserved for future designation, as appropriate.

The following table denotes the factors and parameters that may be considered in designation of up to 3,000 additional miles to the primary freight network:

Factor	Parameters
National growth needs and growth areas, including routes used by commodities identified in the National Export Initiative.	Target growth areas for additional mileage
Waterway, rail, port and intermodal terminal infrastructure developments.	Consider future infrastructure impacts on freight patterns and capacity of other modes to carry additional freight
Changes to global/national economies and population centers	Consider future infrastructure impacts on freight patterns
Customs and border crossing areas	Consider current/future border crossing impacts on freight patterns

Factor	Parameters
Planned unbuilt NHS facilities	Add in significant planned facilities –10 year window

Rural freight corridors

The State-designation of critical rural freight corridors is described in 23 U.S.C. 167(e), and provides that a State may designate a road within the borders of the State as a critical rural freight corridor if the road is a rural principal arterial roadway and has at least 25 percent of the AADT of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13); provides access to energy exploration, development, installation or production areas; or connects the primary freight network, a roadway described above, or the Interstate System to facilities that handle more than 50,000 20-foot equivalent units per year, or 500,000 tons per year of bulk commodities. The designation of critical rural freight corridors will be performed by State DOTs and provided to DOT after designation of the primary freight network is complete. Further guidance and technical assistance for identifying these corridors will be provided. The FHWA will make an initial request for the States to identify rural freight corridors and will maintain route information for the rural freight corridors thereafter.

Planned Schedule

The following is the approximate schedule for designation of the national freight network. Key milestones include:

1. Publication of analysis results and draft designation of the primary freight network—February 2013
2. Guidance/technical assistance available to States to begin analysis of potential critical rural freight corridors—May 2013
3. Final designation of the primary freight network, including any additional mileage designated by DOT—October 2013
4. Request to States to identify critical rural freight corridors—October 2013
5. Initial designation of full national freight network (including primary freight network, rest of the Interstate system, critical rural freight corridors)—December 2013

Issued on: January 23, 2013.

Victor M. Mendez,
Administrator.

[FR Doc. 2013-02580 Filed 2-5-13; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2000–7363; FMCSA–2002–13411]

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of renewal of exemptions; request for comments.

SUMMARY: FMCSA announces its decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 11 individuals. FMCSA has statutory authority to exempt individuals from the vision requirement if the exemptions granted will not compromise safety. The Agency has concluded that granting these exemption renewals will provide a level of safety that is equivalent to or greater than the level of safety maintained without the exemptions for these commercial motor vehicle (CMV) drivers.

DATES: This decision is effective March 4, 2013. Comments must be received on or before March 8, 2013.

ADDRESSES: You may submit comments bearing the Federal Docket Management System (FDMS) numbers: Docket No. [FMCSA–2000–7363; FMCSA–2002–13411], using any of the following methods:

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.
- Mail: Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- Hand Delivery or Courier: West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.
- Fax: 1–202–493–2251.

Instructions: Each submission must include the Agency name and the docket number for this notice. Note that DOT posts all comments received without change to <http://www.regulations.gov>, including any personal information included in a

comment. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments, go to <http://www.regulations.gov> at any time or Room W12–140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Federal Docket Management System (FDMS) is available 24 hours each day, 365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

Privacy Act: Anyone may search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's Privacy Act Statement for the FDMS published in the **Federal Register** on January 17, 2008 (73 FR 3316), or you may visit <http://edocket.access.gpo.gov/2008/pdf/E8-785.pdf>.

FOR FURTHER INFORMATION CONTACT:

Elaine M. Papp, Chief, Medical Programs Division, 202–366–4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64–224, Washington, DC 20590–0001. Office hours are from 8:30 a.m. to 5 p.m. Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may renew an exemption from the vision requirements in 49 CFR 391.41(b)(10), which applies to drivers of CMVs in interstate commerce, for a two-year period if it finds “such exemption would likely achieve a level of safety that is equivalent to or greater than the level that would be achieved absent such exemption.” The procedures for requesting an exemption (including renewals) are set out in 49 CFR part 381.

Exemption Decision

This notice addresses 11 individuals who have requested renewal of their