

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Intent to Release Airport Property for Non-Aeronautical Use; Manchester Regional Airport, Manchester, NH**

**Authority:** 49 U.S.C. 47107(h).

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Request for comments on proposal to use airport land for non-aeronautical use.

**SUMMARY:** The Federal Aviation Administration is considering a proposal to release approximately 1.0 acres of airport property for non-aeronautical use at the Manchester Regional Airport, Manchester, NH. The acre released is currently used as a buffer zone to adjacent wetlands and would be exchanged for approximately 4.3 acres of land that would be used for the same purpose. The FAA invites public comment on this proposal.

**DATES:** Comments must be received on or before August 11, 2014.

**ADDRESSES:** You may send comments using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>, and follow the instructions on providing comments.

- **Fax:** 202-493-2251.

- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- **Hand Delivery:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Thomas Vick, Compliance and Land Use Specialist, New England Region Airports Division, 12 New England Executive Park, Burlington, MA 01803. Telephone: 781-238-7618; Fax 781-238-7608.

**SUPPLEMENTARY INFORMATION:** In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 106-181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** not less than 30 days before the Secretary may waive any condition imposed on a federally obligated airport by grant agreements. The FAA invites public comment, in accordance with section 47107(h) of Title 49 of the United States Code, on the request to a land release and exchange at the Manchester-Boston

Regional Airport for use as wetland mitigation under the provisions of AIR 21.

The Manchester-Boston Regional Airport has requested to release approximately 1.0 acres of airport land from federal obligations and to exchange that acre with approximately 4.3 acres of land currently owned by the Peter J. King Irrevocable Trust of 1988. The 1.0 acres to be released was purchased by the Airport as part of the Trolley Crossing mitigation site for the Airport's previous extension of Runway 35, and is located in the Town of Londonderry, Rockingham County, NH. The parcel is part of a larger property parcel currently depicted on the Airport Layout Plan of record as Number 64. That larger parcel is identified as Town of Londonderry, Rockingham County, Tax Map 14, Lot 49-1. The 1.0 acres in question is located within the larger parcel, and is considered "buffer" to the wetland portion of the Trolley Crossing mitigation site. The approximately 4.3 acres of land that would be exchanged and given to the Airport from the Trust is similar in nature and also serves as buffer to the wetland portion of the Trolley Crossing mitigation site. That 4.3 acre parcel is also located in the Town of Londonderry, NH, within the parcel identified as Tax Map 14, Lot 49.

The Airport has requested this exchange to allow Prologis Management, LLC, to lease and develop approximately 48 acres of the Trust property for a logistics center. The 1.0 acres of airport property is necessary for the development of the center. As part of this proposal, the Federal and State agencies that participated in the environmental study for the Runway 35 extension have reviewed this proposal. All interested agencies have concurred that there would be no adverse environmental impacts as a result of this land exchange and that the proposed release and exchange of 1.0 acres for 4.3 acres of similarly situated land would be beneficial for the Runway 35 extension mitigation site. The Airport also completed a Real Estate Appraisal Report for the parcels. The appraisal was conducted in accordance with the Uniform Standards of Professional Appraisal Practice (USPAP). The appraisal concludes that the Manchester-Boston Regional Airport will receive additional value for the land that it is acquiring in this proposed release and exchange.

Interested persons may inspect the request and supporting documents by contacting the FAA at the address listed under **FOR FURTHER INFORMATION CONTACT**. All comments will be

considered by the FAA to the extent practicable.

Issued in Burlington, Massachusetts, July 2, 2014.

**Bryon H. Rakoff,**

*Acting Manager, New England Airports Division.*

[FR Doc. 2014-16167 Filed 7-9-14; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Rescinding the Notice of Intent for an Environmental Impact Statement (EIS): Lancaster County, Pennsylvania**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Rescind Notice of Intent to prepare an EIS.

**SUMMARY:** This notice rescinds the Notice of Intent for preparing an Environmental Impact Statement (EIS) for a proposed highway in Lancaster County, Pennsylvania. The project study area includes SR 30 Section S01 (US 30) corridor in East Lampeter Township, Salisbury Township, Leacock Township, and Paradise Township, Lancaster County, Pennsylvania. The original Notice of Intent for this EIS process was published in the **Federal Register** on January 22, 2002.

**FOR FURTHER INFORMATION CONTACT:** Dan Walston, Transportation Planning Specialist, Federal Highway Administration, Pennsylvania Division, 228 Walnut Street, Room 508, Harrisburg, Pennsylvania 17101-1720, Telephone: (717) 221-2290 (email: [Christopher.Walston@dot.gov](mailto:Christopher.Walston@dot.gov)) or Mike Lapano, Project Manager, Pennsylvania Department of Transportation, 2140 Herr Street, Harrisburg, Pennsylvania 17101-1720, Telephone: 717-787-7482 (email: [mlapano@pa.gov](mailto:mlapano@pa.gov)).

**SUPPLEMENTARY INFORMATION:** The Federal Highway Administration (FHWA) in cooperation with the Pennsylvania Department of Transportation (PennDOT) and the Lancaster County Planning Commission initiated an Environmental Impact Statement (EIS) with a Notice of Intent, January 22, 2002, to identify and evaluate alternatives to address transportation problems within the SR 30 Section S01 corridor. The proposed project study area runs approximately from the PA 896/U.S. 30 intersection on the west and the PA 897/U.S. 30 intersection on the east, including the intersection with PA 41. Notices of Intent concerning this proposal were previously published in the **Federal**

**Register.** The original Notice of Intent published on February 27, 1987 described a two-phase approach to identify and evaluate alternatives that would provide a variable means of relieving traffic congestion on Traffic Route (T.R.) 23 and US 30 in Eastern Lancaster County, Pennsylvania. A revised Notice of Intent published on June 16, 1988 announced the separate Environmental Impact Statements to evaluate alternatives for the two projects would be prepared.

Improvements for this corridor were considered necessary to provide for the existing and project traffic demand. A needs study was undertaken and a range of transportation alternatives, including but not limited to No-Build, Transportation Systems Management (TSM), widening the existing three-lane highways to five lanes, bypasses around communities, and constructing a four-lane limited access highway on new location were considered. These alternatives were developed consistently with land use strategies to address the identified transportation needs. The developments of alternatives were based on traffic demands, engineering requirements, environmental and socioeconomic constraints, the county's growth management plan, and public input. Public involvement and inter-agency coordination were maintained throughout the development of the EIS.

Due to funding constraints the Notice of Intent is rescinded.

Issued on: June 30, 2014.

**Renee Sigel,**

*Division Administrator, Federal Highway Administration.*

[FR Doc. 2014-16135 Filed 7-9-14; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Rescinding the Notice of Intent for an Environmental Impact Statement (EIS): Lancaster County, Pennsylvania

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Rescind Notice of Intent to prepare an EIS.

**SUMMARY:** This notice rescinds the Notice of Intent for preparing an Environmental Impact Statement (EIS) for a proposed highway in Lancaster County, Pennsylvania. The project study area includes PA 23 Sub corridor in Earl Township, East Earl Township, East Lampeter Township, Manheim Township, Upper Leacock Township,

and New Holland Borough, Lancaster County, Pennsylvania. The original Notice of Intent for this EIS process was published in the **Federal Register** on September 22, 1999.

**FOR FURTHER INFORMATION CONTACT:** Dan Walston, Transportation Planning Specialist, Federal Highway Administration, Pennsylvania Division, 228 Walnut Street, Room 508, Harrisburg, Pennsylvania 17101-1720, Telephone: (717) 221-2290 (email: [Christopher.Walston@dot.gov](mailto:Christopher.Walston@dot.gov)), or Mark Malhenzie, Senior Project Manager, District 8 Highway Design Unit, Pennsylvania Department of Transportation, 2140 Herr Street, Harrisburg, Pennsylvania 17101-1720, Telephone: 717-783-5080 (email: [mmalhenzie@pa.gov](mailto:mmalhenzie@pa.gov)).

**SUPPLEMENTARY INFORMATION:** The Federal Highway Administration (FHWA) in cooperation with the Pennsylvania Department of Transportation (PennDOT) and the Lancaster County Planning Commission initiated an Environmental Impact Statement (EIS) with a Notice of Intent, September 22, 1999, to identify and evaluate alternatives to address transportation problems within the PA 23 Sub corridor. The proposed project would involve improvements to transportation conditions in the PA 23 Sub corridor from the PA 23/U.S. Route 30 interchange on the west to U.S. route 322 on the east. Notices of Intent concerning this proposal were previously published in the **Federal Register** on February 27, 1987, to advise the public that an EIS would be prepared to identify and evaluate alternatives to provide a viable means of relieving traffic congestion on PA 23 and U.S. Route 30 in Lancaster County. Public concerns redirected the scope of the project and a revised Notice of Intent was published on June 16, 1988. The intent of the second Notice was to advise the public that separate EIS's would be prepared to identify and evaluate alternatives to relieve traffic congestion on PA 23 and U.S. Route 30 independently.

In 1997, the Lancaster County Transportation Coordinating Committee (Lancaster County MPO) was the lead agency for the PA 23 Corridor Major Investment Study (MIS), consistent with the requirements of the Intermodal Surface Transportation Efficiency Act of 1991. The PA 23 Corridor Study MIS gathered various types of data which resulted in the identification of transportation needs and led to the development of alternatives. Typical areas of concern identified by various members of the public and resource

agencies during the MIS studies included, but were not limited to, the following: socioeconomic and land use impacts; the unique social sub-groups; effects on cultural, and natural resources; agricultural preservation; roadway safety; business-industry; tourism; and economic stability.

The PA 23 Corridor Study MIS demonstrated present and future transportation problems in the PA 23 Sub corridor from U.S. Route 30 to the U.S. route 322 intersection east of New Holland, a distance of approximately 21.5 km (13.4 miles). Transportation needs in the PA 23 Sub corridor included congestion, decreasing levels of service, traffic diversion from PA 23 to local roads, and a mix of motorized and non-motorized means of travel. Improvements to the corridor were considered necessary to provide for the existing and projected transportation demands.

A range of transportation alternatives, including No-Build, Transportation Systems Management (TSM), Traffic Control Measures (TCM), and Travel Demand Management (TDM), Transit Widening and Relocation alternatives were developed consistently with land use strategies to address the identified transportation needs. The developments of alternatives were based on traffic demands, engineering requirements, environmental and socioeconomic constraints, the country's growth management plan, and public input. Public involvement and inter-agency coordination were maintained throughout the development of the EIS.

Due to funding constraints the Notice of Intent is rescinded.

Issued on: June 30, 2014.

**Renee Sigel,**

*Division Administrator, Federal Highway Administration.*

[FR Doc. 2014-16136 Filed 7-9-14; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

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

**ACTION:** Notice of Unified Carrier Registration Plan Board of Directors Meeting.

**TIME AND DATE:** The meeting will be held on July 31, 2014, from 12:00 Noon to 3:00 p.m., Eastern Daylight Time.