

will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued in Washington, DC on May 3, 2012.

Albert R. Spence,

FAA Assistant Information Collection Clearance Officer IT Enterprises Business Services Division, AES-200.

[FR Doc. 2012-11228 Filed 5-8-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Land Release for Dunkirk Airport

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice, request for public comment.

SUMMARY: The Federal Aviation Administration is requesting public comment on the Dunkirk Airport (DKK), Dunkirk, New York, Notice of Proposed Release from Aeronautical Use of approximately 2.666 +/- acres of airport property, to allow for non-aeronautical development.

The 2.666 +/- acres of land are proposed to be transferred to the Town of Sheridan for use as public right-of-way for the relocation of Newell Road. The released lands will be exchanged for the 2.006 acres +/- of the existing Newell Road right-of-way currently owned by the Town of Sheridan.

Documents reflecting the Sponsor's request are available, by appointment only, for inspection at the Office of the Chautauqua County Executive and the FAA New York Airport District Office.

DATES: Comments must be received by June 8, 2012.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Otto N. Suriani, Acting Manager, FAA New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, New York 11530. In addition, a copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gregory J. Edwards, County Executive, Chautauqua County, at the following address: 3 North Erie Street, Mayville, NY 14757.

FOR FURTHER INFORMATION CONTACT: Otto N. Suriani, Acting Manager, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, New York 11530; telephone (516) 227-3809; FAX (516) 227-3813; email Otto.Suriani@faa.gov.

SUPPLEMENTARY INFORMATION: Section 125 of the Wendell H. Ford Aviation

Investment and Reform Act for the 1st Century (AIR21) requires the FAA to provide an opportunity for public notice and comment before the Secretary may waive a Sponsor's Federal obligation to use certain airport land for aeronautical use.

Issued in Garden City, New York on May 3, 2012.

Otto N. Suriani,

Acting Manager, New York, Airports District Office, Eastern Region.

[FR Doc. 2012-11212 Filed 5-8-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Hamilton and Clermont Counties, OH

AGENCY: Federal Highway Administration (FHWA), DOT.

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

SUMMARY: The FHWA is issuing this notice to advise the public that a Tier 2 Environmental Impact Statement (EIS) will be prepared for proposed highway and light rail improvements in the SR 32 corridor between US 50 and IR 275 in Hamilton and Clermont Counties, Ohio.

FOR FURTHER INFORMATION CONTACT:

Mark L. Vonder Embse, Major Projects Engineer, Federal Highway Administration, 200 North High Street, Room 328, Columbus, Ohio 43215, Telephone: (614) 280-6854.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Ohio Department of Transportation (ODOT), will prepare a Tier 2 Environmental Impact Statement (EIS) for proposed improvements to SR 32 from US 50 in Hamilton County east to IR 275 in Clermont County. The broader study area in the Tier 1 documentation was referred to as the Eastern Corridor. This notice applies only to the project identified as Segments II-III of the proposed new highway and Segment 3 of the proposed Oasis Rail Line which would share the right-of-way with relocated SR-32.

Tier 1 of the Eastern Corridor evaluated transportation needs and focused on broad issues such as mode choice, general location, preliminary costs, benefits and impacts within a study area extending from downtown Cincinnati to western Clermont County. The analysis and input was summarized in a Tier 1 Final Environmental Impact Statement (FEIS) (FHWA-OH-EIS-04-

02-F) dated September 30, 2005. A Tier 1 Record of Decision issued on June 2, 2006 identified feasible multi-modal components to be advanced by mode and segment into Tier 2 NEPA analyses, including a new rail transit corridor composed of four implementation segments, improved bus transit, various local network improvements, and a new highway capacity corridor composed of five implementation segments. In the interim, new information came to light regarding the archaeological resources present in connection with the Hahn Archaeological District. The discovery of this information prompted a re-evaluation of the Tier 1 ROD to determine if the decision contained there-in remained valid and if a Supplemental EIS should be prepared prior to moving into a Tier 2 EIS. On February 9, 2012 FHWA recommended advancing the project into a Tier 2 EIS as the appropriate level of study and analysis to determine the significance of impacts to archaeological sites. This Tier 2 EIS for the proposed Segments II-III SR 32 project and proposed Oasis Rail Line Segment 3 will involve more detailed engineering and environmental studies to address project-specific impacts, costs and mitigation measures, and will follow a framework for integrating land use, economic development, and environmental stewardship established during Tier 1.

The purpose and need for highway capacity improvements as established in Tier 1 is to reduce congestion, improve safety and efficiency, provide operational capacity for bus transit, accommodate bike and pedestrian ways, and support economic development and community revitalization consistent with the regional land use vision plan. The purpose and need for rail transit investments is to provide a regional transportation alternative to driving, increase mobility for non-drivers, support an expanded bus network, establish stations that effectively link to bus, bike, pedestrian, and roadway systems, connect downtown Cincinnati with outlying areas of population and employment, support neighborhood development and revitalization consistent with the land use vision plan, and reduce demand for new highway capacity while providing a way to meet the future travel demand. Proposed improvements identified during Tier 1 involve: relocation of SR 32, a new interchange at US 50/Red Bank Road/SR 32, and planning for (coordination with) associated Eastern Corridor multi-modal improvements, including the proposed Oasis rail transit (a portion of which parallels the Segment II-III corridor), a

multi-modal clear-span crossing of the Little Miami River (including roadway, rail transit and bikeway) and multi-modal transit hubs at US 50 and Newtown Road. Total length is about six miles. Alternatives to be further evaluated in Tier 2 include (1) taking no action; (2) various interchange configuration options for US 50/Red Bank Road/SR 32; and (3) several alternatives and combinations of alternatives through the Little Miami River floodplain and Newtown.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies and to private organizations and citizens who previously expressed or are known to have an interest in the project. Public meetings and a public hearing will be held in the project area. Public notice will be given of the time and place of the meetings and hearing. A draft of the Tier 2 EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action is identified and addressed, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the FHWA at the address provided above.

Catalog of Federal Domestic Assistance Number and Title: FHWA 20.205 Highway Planning and Construction (A, B)

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: April 30, 2012.

Laura S. Seffler,
Division Administrator, Federal Highway Administration, Columbus, Ohio.
[FR Doc. 2012-11145 Filed 5-8-12; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-2012-0005]

Surface Transportation Project Delivery Pilot Program; Caltrans Audit Report

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Final report.

SUMMARY: Section 6005 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the Surface Transportation Project Delivery Pilot Program, codified at 23 U.S.C. 327. To ensure compliance by each State participating in the Pilot Program, 23

U.S.C. 327(g) mandates semiannual audits during each of the first 2 years of State participation. This final report presents the findings from the sixth FHWA audit of the California Department of Transportation (Caltrans) under the pilot program.

FOR FURTHER INFORMATION CONTACT: Ms. Ruth Rentch, Office of Project Development and Environmental Review, (202)-366-2034, Ruth.Rentch@dot.gov, or Mr. Michael Harkins, Office of the Chief Counsel, (202) 366-4928, Michael.Harkins@dot.gov, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

This document, the notice and request for comment, and all comments received may be viewed online through the Federal eRulemaking portal at: <http://www.regulations.gov>. Electronic submission and retrieval help and guidelines are available on the Web site. It is available 24 hours each day, 366 days this year. Please follow the instructions. An electronic copy of this notice may be downloaded from the Office of the Federal Register's home page at <http://www.archives.gov> and the Government Printing Office's Web site at <http://www.access.gpo.gov>.

Background

Section 6005 of SAFETEA-LU (codified at 23 U.S.C. 327) established a pilot program to allow up to five States to assume the Secretary of Transportation's responsibilities for environmental review, consultation, or other actions under any Federal environmental law pertaining to the review or approval of highway projects. In order to be selected for the pilot program, a State must submit an application to the Secretary.

On June 29, 2007, Caltrans and FHWA entered into a Memorandum of Understanding (MOU) that established the assignments to and assumptions of responsibility to Caltrans. Under the MOU, Caltrans assumed the majority of FHWA's responsibilities under the National Environmental Policy Act, as well as the FHWA's responsibilities under other Federal environmental laws for most highway projects in California.

To ensure compliance by each State participating in the Pilot Program, 23 U.S.C. 327(g) requires the Secretary to conduct semiannual audits during each

of the first 2 years of State participation; and annual audits during each subsequent year of State participation. The results of each audit must be presented in the form of an audit report and be made available for public comment. The FHWA solicited comments on the sixth audit report in a **Federal Register** Notice published on February 22, 2012, at 77 FR 10599. The FHWA received one comment from Caltrans. This notice provides the final draft of the sixth FHWA audit report for Caltrans under the pilot program.

Authority: Section 6005 of Public Law 109-59; 23 U.S.C. 315 and 327; 49 CFR 1.48.

Dated: Issued on: April 26, 2012.

Victor M. Mendez,
Administrator.

Surface Transportation Project Delivery Pilot Program Federal Highway Administration Audit of California Department of Transportation October 17-21, 2011

Overall Audit Opinion

Based on the information reviewed, it is the Federal Highway Administration (FHWA) audit team's opinion that as of October 21, 2011, the California Department of Transportation (Caltrans) continued to make progress toward meeting all responsibilities assumed under the Surface Transportation Project Delivery Pilot Program (Pilot Program), as specified in the Memorandum of Understanding (MOU)¹ with FHWA and in Caltrans' Application for Assumption (Application).

The FHWA commends Caltrans for its implementation of corrective actions in response to previous FHWA audit report findings. The FHWA also observed that Caltrans continued to identify and implement on a statewide Pilot Program basis best practices in use at individual Caltrans Districts (Districts).

With the completion of FHWA's sixth audit, Caltrans has now operated under the Pilot Program for 4 years. In compliance with the time specifications for the required audits, FHWA completed four semiannual audits in the first 2 years of State participation and is now conducting the annual audit cycle, which began with the fifth audit in July 2010 and includes this sixth audit in October 2011. Collectively, the FHWA audits have included on-site audits to Caltrans headquarters offices, 10 of the 12 Caltrans Districts, and to the Caltrans Regional Offices supporting the remaining 2 Districts. The audit team continues to identify significant differences across the Districts in terms of implementing Pilot Program policies, procedures, and responsibilities. Examples of such differences include: resource availability and allocation; methods of implementation; methods of process evaluation and improvement; and levels of progress in meeting all assumed

¹ Caltrans MOU between FHWA and Caltrans available at: http://environment.fhwa.dot.gov/strmlng/safe_cdot_pilot.asp.