

activities and/or provides new initiatives or actions aimed at improving efficiency and progress towards refuge goals and objectives. Some of the major strategies proposed include increasing grassland, shrubland, and forest habitats, replacing non-native conifer plantation with native forest species, restricting public access to designated areas of the refuge year-round, and implementing a permit system for hunting upland game, migratory birds, and big game. This alternative would increase some existing wildlife-dependent recreational activities, including wildlife observation and hunting. We would co-locate the Lower Great Lakes Fish and Wildlife Conservation Office (LGLFWCO) with a new visitor contact station and administrative building by adding on to the existing building. If funds permit, we would expand our existing staff to include a full-time permanent law enforcement officer, maintenance worker, biological technician, and one part-time biological technician.

Alternative C (Improved Biological Integrity): Alternative C prominently features additional management that aims to restore or mimic natural ecosystem processes or function to achieve refuge purposes. Under alternative C, refuge habitat conditions would change as a result of management decisions that target a more natural state and emphasize restoration to historical habitats. Refuge impoundments would no longer be actively managed and some would be removed. This would result in a decrease of 329 acres of open water and emergent marsh habitat. Grassland acres would be reduced by 50 percent as only the two largest grassland units would be managed. Management of shrublands would be discontinued, and the only shrub habitats that would remain are small native shrub swamps. Forest cover would increase (1,548 additional acres) under this alternative in response to the reversion, succession, and conversion of conifer plantations and other refuge habitats to forest. Similar to alternative B, we propose to restrict public access to designated areas of the refuge year-round, allowing wildlife observation, hiking, and walking on established refuge nature trails. Also, we propose to co-locate the LGLFWCO currently located in Amherst, New York, with a new visitor contact station and administration building at Iroquois NWR.

Comments

We solicited comments on the draft CCP and the EA for Iroquois NWR via a **Federal Register** notice that was published on October 4, 2010 (75 FR

61171). We received 37 comments, which we assessed during the content analysis process. Appendix I in the final CCP includes a summary of those comments, our responses to them, and additional rationale for any changes made.

Selected Alternative

We have selected alternative B for implementation, with the following modifications:

- Due to comments directed at closing the refuge to wandering, we decided to allow visitors unrestricted access off designated trails, but only during the hunting season (October 1 to the end of February). All visitors, including those wandering on the refuge, must wear hunter orange during the firearm deer seasons. Hunter orange must be visible from 360 degrees and must be at least 400 square inches of solid fluorescent orange on head, chest, and back. There will be no wandering in any refuge wetlands, only upland wandering will be permitted. The refuge will continue to restrict public access for hiking and walking to designated trails from March 1 to September 30.

- Based on feedback we received from our partners and the public, we decided to modify the alternative B turkey hunting proposal. The new framework will consist of two seasons. The first season will run from May 1 to May 15 with 50 permits available. The second season will run from May 16 to May 31 with 25 permits available. Permits will be allocated on a lottery system basis with hunters choosing their desired season in order of preference. Hunters may receive a permit for one season only.

- The refuge also reconsidered its decision to not allow fall turkey hunting on the refuge. There will be no additional administrative burden on the refuge by having this season added to the refuge hunts.

Public Availability of Documents

In addition to any methods in **ADDRESSES**, you can view or obtain documents on our regional planning Web site: <http://www.fws.gov/northeast/planning/>.

Dated: September 16, 2011.

Theresa E. Rabot,

Acting Regional Director, Northeast Region, U.S. Fish and Wildlife Service, Hadley, Massachusetts.

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DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

FWS-R1-R-2011-N064; 10137-8555-11RG-8H]

Long Range Transportation Plan for Fish and Wildlife Service Lands in Hawai'i, Idaho, Northern Nevada, Oregon, Washington, and the Pacific Island Territories

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Notice of availability; request for comments.

SUMMARY: We, the U.S. Fish and Wildlife Service (Service), announce the availability of the final draft Long Range Transportation Plan (LRTP) for Fish and Wildlife Service Lands in Hawai'i, Idaho, Northern Nevada, Oregon, Washington, and the Pacific Island Territories (the Service's Region 1) for public review and comment. The Draft LRTP outlines a strategy for improving and maintaining transportation assets that provide access to Service-managed lands in Region 1 over the next 20 years.

DATES: Please provide your comments by November 17, 2011.

ADDRESSES: The Draft LRTP is available on our Web site: <http://www.fws.gov/pacific/planning/>. We also have a limited number of printed and CD-ROM copies of the Draft LRTP. You may request a copy or submit comments by any of the following methods.

- **E-mail:** fw1LRTPComments@fws.gov.

- **U.S. mail:** Jeff Holm, Regional Transportation Coordinator, U.S. Fish and Wildlife Service, 911 NE 11th Avenue, Portland, OR 97232.

- **Fax:** Attn: Jeff Holm, (503) 231-2364.

- **In-Person Drop-off:** During regular business hours to Jeff Holm, Regional Transportation Coordinator, U.S. Fish and Wildlife Service, 911 NE 11th Avenue, Portland, OR 97232.

FOR FURTHER INFORMATION CONTACT: Jeff Holm, (503) 231-2126.

SUPPLEMENTARY INFORMATION:

Introduction

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of August 10, 2005, (Pub. L. 109-59) requires all Federal land management agencies to conduct long-range transportation planning in a manner that is consistent with metropolitan planning organizations and state departments of transportation planning. With this notice, we make the Draft

L RTP for Region 1 available for public review and comment. We developed the Draft L RTP to achieve the following:

- Establish a defensible structure for transportation planning and decision-making.
- Establish a vision, mission, goals, and objectives for transportation planning.
- Implement coordinated and cooperative transportation partnerships in an effort to improve the Service's transportation infrastructure.
- Comply with SAFETEA-LU.
- Integrate transportation planning and funding for refuges and fish hatcheries into our existing and future management plans and strategies (e.g., comprehensive conservation plans and comprehensive hatchery management plans).
- Increase awareness of alternative transportation systems and associated benefits.
- Develop best management practices for transportation improvements on Service lands.
- Serve as a pilot project for the implementation of a regional transportation planning process within the Service.

Draft L RTP Mission, Goals, and Objectives

The Draft L RTP's mission, goals, and objectives are intended to provide a systematic approach to guide the process for evaluating and selecting transportation improvement projects for lands managed by Region 1. These guiding principles have shaped the development, conclusions, and recommendations of the Draft L RTP.

The mission of the L RTP is to support the Service's mission, by connecting people to fish, wildlife, and their habitats, through strategic implementation of transportation programs. The L RTP has six overall goals: (1) Protecting natural resources; (2) ensuring reliability and safety; (3) welcoming and orienting visitors; (4) integrating with larger Service planning; (5) developing and enhancing partnerships; and (6) adopting and promoting sustainability. Each goal includes distinct objectives that identify how the Service will accomplish each goal. The objectives for each goal follow.

Goal 1: Ensure That the Transportation Program Helps Conserve and Enhance Fish, Wildlife, and Plant Resources and Their Habitats

- *Objective 1:* Identify, research, and adopt best management practices for planning, design, construction, and maintenance of transportation activities

and facilities that mitigate or avoid negative impacts.

- *Objective 2:* Reduce transportation-related conflicts within fish and wildlife corridors and habitat on or adjacent to Service lands.

Goal 2: Provide a Safe and Reliable Transportation Network to and Within Service Lands

- *Objective 1:* Identify and reduce safety problems and modal conflicts (i.e., between pedestrians, automobiles, horseback riders, off-road vehicles, maintenance vehicles, etc.) to and within Service lands.
- *Objective 2:* Ensure that mission-critical transportation assets are maintained in good condition.

Goal 3: Develop and Maintain a Transportation Network That Welcomes and Orients Visitors

- *Objective 1:* Provide information that enables visitors to easily find and navigate refuge and hatchery sites.
- *Objective 2:* Engage visitors in wildlife conservation and enhance their enjoyment of natural resources by providing compelling information about the National Wildlife Refuge System and Fisheries Program.
- *Objective 3:* Create a consistent and recognizable identity throughout Service units by using standard materials for readily observed physical elements associated with the transportation system.

Goal 4: Integrate Transportation Planning Into Service Plans and Processes

- *Objective 1:* Ensure consistency and coordination between the project, unit, and regional and national levels of planning.
- *Objective 2:* Define need for transportation improvements and prioritize projects using a scientific and objective process.

Goal 5: Develop Partnerships To Leverage Resources and Develop Integrated Transportation Solutions

- *Objective 1:* To the extent authorized by law, pursue opportunities for transportation funding and resources.
- *Objective 2:* Cooperate with public and private sector partners to address shared transportation issues that impact Service goals.

Goal 6: Adopt and Promote Sustainable Transportation Practices

- *Objective 1:* Address climate change and other environmental factors at all levels of transportation planning, design, project delivery, operations, and maintenance.

- *Objective 2:* Reduce the Service's carbon footprint by improving access to and within Service lands by transit and nonmotorized transportation modes, and providing improved visitor information systems.

- *Objective 3:* Reduce fossil fuel energy consumption by staff and visiting public.

Next Steps

After this comment period ends, we will analyze the comments and address them in the form of a final L RTP.

Public Availability of Comments

Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

Dated: September 19, 2011.

Richard R. Hannan,

Acting Regional Director, Region 1, Portland, Oregon.

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DEPARTMENT OF JUSTICE

[OMB Number 1125-0004]

Agency Information Collection Activities: Proposed Collection; Comments Requested: Alien's Change of Address Forms: 33/BIA Board of Immigration Appeals and 33/IC Immigration Court

ACTION: 60-Day Notice of Information Collection Under Review.

The Department of Justice (DOJ), Executive Office for Immigration Review (EOIR), will be submitting the following information collection request to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act of 1995. The proposed information collection is published to obtain comments from the public and affected agencies. Comments are encouraged and will be accepted for "sixty days" until December 19, 2011. This process is conducted in accordance with 5 CFR 1320.10.

Written comments concerning this information collection should be sent to the Office of Information and Regulatory Affairs, Office of Management and