

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.

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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.

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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