

The FAA has completed its review of the Noise Exposure Maps and related descriptions submitted by the Port of Seattle. The specific documentation determined to constitute the Noise Exposure Maps includes: Existing (2013) Noise Exposure Map (Exhibit NEM-1), (Exhibit 3-14) and the Future (2018) Noise Exposure Map (Exhibit NEM-2), (Exhibit 3-15) and Future (2018) Noise Exposure Map/Noise Compatibility Program (Exhibit 6-2). The FAA has determined that these maps for Seattle-Tacoma International Airport are in compliance with applicable requirements. This determination is effective on December 13, 2013. FAA's determination on the airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR part 150. Such determination does not constitute approval of the airport operator's data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that Program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 47503 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the Noise Compatibility Program for Seattle-Tacoma International Airport, also effective on December 13, 2013. 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 June 10, 2014.

The FAA's detailed evaluation will be conducted under the provisions of 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 Maps and the proposed Noise Compatibility Program are available for examination at the following locations: Federal Aviation Administration, Airports District Office, 1601 Lind Avenue SW., Renton, Washington 98057.

Port of Seattle, Airport Noise Office, Seattle-Tacoma International Airport, Seattle, Washington 98172.

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

Issued in Renton, Washington: December 13, 2013.

Stanley C. Allison,

Acting Division Manager, Airports, Northwest Mountain Region.

[FR Doc. 2013-30484 Filed 12-20-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Revise Notice of Intent for an Environmental Impact Statement: State Route (SR) 95 Realignment Study: Interstate 40 to SR 68, Mohave County, Arizona

AGENCY: Federal Highway Administration (FHWA), United States Department of Transportation (DOT).

ACTION: Revised Notice of Intent (NOI).

SUMMARY: FHWA is issuing this Revised NOI to advise the public of a change to the environmental review process for the proposed realignment of State Route (SR) 95 in Mohave County, Arizona.

FHWA and the project sponsor, the Arizona Department of Transportation (ADOT), intend to use a tiered process to facilitate project decision-making. This notice revises the NOI that was published in the **Federal Register** on June 1, 2007.

The proposed tiering approach will allow FHWA and ADOT to identify potential corridors and to broadly evaluate a range of potential environmental impacts and mitigation approaches in Tier 1. The Tier 1 analysis will utilize as appropriate technical data obtained thus far in the environmental review process. Subsequently, in Tier 2, the agencies will evaluate project-level, site-specific impacts, and required mitigation and commitments.

FOR FURTHER INFORMATION CONTACT:

Alan Hansen, Team Leader—Planning, Environment & Realty, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012-3500, Telephone: (602) 382-8964, Email: alan.hansen@dot.gov.

SUPPLEMENTARY INFORMATION: On June 1, 2007, FHWA and ADOT, in cooperation with Mohave County and the City of Bullhead City, issued an NOI to prepare an EIS for the proposed realignment of SR 95 in Mohave County, Arizona (**Federal Register** Vol. 72, No. 105). The study area begins approximately 2 miles south of Interstate 40 near Topock, Arizona and extends north to SR 68 near Bullhead City, Arizona. Information and documents regarding the environmental review process will be made available for the duration of the Tier 1 EIS process on the following Web site: <https://www.azdot.gov/projects/far-west/sr-95-realignment-study-i-40-to-sr-68>.

Public Involvement: Public outreach will continue throughout this Tier 1 EIS process. At least one public hearing will be held during the study, and the Draft EIS will be available for public and agency review and comment prior to the public hearing.

Purpose and Need: The Tier 1 EIS will evaluate alternatives that address the following needs of the SR 95 corridor: (1) Increasing traffic volumes will lead to capacity deficiencies on SR 95 within the study area; (2) the operation of SR 95 will fail by the design year 2040 through much of the study area; (3) much of the length of the roadway will continue to be used for regional and local traffic, which is not consistent with its intended function; and (4) critically high accident rates will continue into the foreseeable future unless measures are undertaken to address at least some of the factors causing the accidents. Therefore, the

purpose of the proposed action is to identify the appropriate transportation solution(s) to rectify the increasing inability to safely and effectively move people, goods, and services through the study area.

Alternatives: Alternative corridors will be developed within the previously defined study area.

Environmental Review Process: The EIS will be developed in accordance with Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] part 1500 *et seq.*) implementing NEPA (42 U.S.C. 4321 *et seq.*), and FHWA regulations. FHWA and ADOT will use a tiered process, as provided for in 40 CFR 1508.28 and in accordance with FHWA guidance, in the completion of the environmental study.

If the Record of Decision indicates that FHWA has selected one of the alternative corridors as the environmentally preferred alternative, the evaluation of a specific highway alignment within the selected corridor would occur in a subsequent phase of the study. Subsequent Tier 2 assessment(s) would address a proposed highway alignment to be developed within the alternative corridor selected in the Tier 1 EIS, and would incorporate by reference the Tier 1 data, evaluations, and findings. The Tier 2 NEPA evaluation(s) would concentrate on site-specific issues and alternatives relevant to implementing a new highway alignment within the selected Tier 1 alternative corridor, and would identify the environmental consequences and measures necessary to mitigate environmental impacts at a site-specific level of detail.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; U.S.C. 771.123.

Issued on: December 10, 2013.

Karla S. Petty,

FHWA Division Administrator, Phoenix, AZ.

[FR Doc. 2013-30310 Filed 12-20-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Integrated Corridor Management Deployment Planning Grants

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of extension of application period.

SUMMARY: The FHWA is extending the application period for the Integrated Corridor Management Deployment Planning Grants, which was issued through a notice on November 1, 2013, at 78 FR 65751. The original application period is set to close on December 31, 2013. The extension is based on input received from DOT stakeholders that the December 31 closing date does not provide sufficient time for submission of applications. The FHWA agrees that the application period should be extended. Therefore, the closing date for applications is extended to January 17, 2014.

DATES: Formal applications must be submitted no later than January 17, 2014 to be assured consideration.

Applications should be submitted through <http://www.grants.gov>.

FOR FURTHER INFORMATION CONTACT: For questions about the program discussed herein, contact Mr. Robert Sheehan, FHWA Office of Transportation Management, (202) 366-6817, or via email at Robert.Sheehan@dot.gov, or Mr. Brian Cronin, Team Leader, Research, Research and Innovative Technology Administration ITS-Joint Program Office, (202) 366-8841 or via email at Brian.Cronin@dot.gov. For legal questions, please contact Adam Sleeter, Attorney Advisor, FHWA Office of the Chief Counsel, (202) 366-8839, or via email at adam.sleeter@dot.gov. Business hours for the FHWA are from 8:00 a.m., e.t., to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

On November 1, 2013, at 78 FR 65751, the FHWA published in the **Federal Register** a notice regarding the Integrated Corridor Management Deployment Planning Grants. The purpose of this notice was to invite States, Metropolitan Planning Organizations, and local governments that intended to initiate or continue Integrated Corridor Management development with their partners, such as arterial management agencies, tolling authorities, and transit authorities, to apply for deployment planning grants. The Moving Ahead for Progress in the 21st Century Act authorizes the FHWA to encourage Intelligent Transportation Systems deployment on the national highway system through demonstrations and grant programs. The purpose of this program is to promote the integrated management and operations of the transportation system, thereby

improving multimodal transportation system management and operations.

The original application period is set to close on December 31, 2013. The extension in this notice is based on input received from DOT stakeholders that the December 31 closing date does not provide sufficient time for submission of applications. The FHWA agrees that the application period should be extended. Therefore, the closing date for applications is extended to January 17, 2014.

Issued on: December 16, 2013.

Victor M. Mendez,

FHWA Administrator.

[FR Doc. 2013-30487 Filed 12-20-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2013-0002-N-27]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), United States Department of Transportation (USDOT).

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting the information collection requests (ICRs) below for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than February 21, 2014.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 17, Washington, DC 20590, or Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number _____." Alternatively, comments may be