

Estimated Residential Population within 2014 and 2019 DNL Contours. The FAA has determined that these maps for San Antonio International Airport are in compliance with applicable requirements. This determination is effective on January 12, 2015. FAA's determination on an 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 FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or constitute 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 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 FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for San Antonio International Airport, also effective on January 12, 2015. 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 July 11, 2015.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR 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, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations: Federal Aviation Administration, Texas Airports Development Office, 2601 Meacham Boulevard, Fort Worth, Texas 76137

City of San Antonio Aviation Department, 9800 Airport Boulevard, San Antonio, Texas 78216

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

Issued in Fort Worth, Texas (January 12, 2015).

**Ed Agnew,**

*Acting Manager, Airports Division.*

[FR Doc. 2015-01004 Filed 1-21-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request To Release Airport Property at Eufaula Municipal Airport, Eufaula, Oklahoma, Correction

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

**ACTION:** Notice; correction.

**SUMMARY:** The FAA published a document in the **Federal Register** of December 5, 2014, concerning request for comments on the release of land at Eufaula Municipal Airport under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21). The document contained the incorrect state.

**FOR FURTHER INFORMATION CONTACT:** Kathy Franklin, 817-222-5634

#### Correction

In the **Federal Register** of December 5, 2014, in FR Doc. 2014-28562, on page 1, in the Notice title, correct the Notice

title to read: Notice of Intent to Rule on Request to Release Airport Property at Eufaula Municipal Airport, EUFAULA, OKLAHOMA.

Dated: January 8, 2015,

**Edward N. Agnew,**

*Acting Manager, Airports Division, Southwest Region.*

[FR Doc. 2015-00996 Filed 1-21-15; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Supplemental Environmental Impact Statement: Henderson County, Illinois

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a Supplemental Environmental Impact Statement (EIS) will be prepared for the proposed widening and reconstruction of US 34 in Henderson County, Illinois.

#### FOR FURTHER INFORMATION CONTACT:

Catherine A. Batey, Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4600. Kensil A. Garnett, P.E. Acting Deputy Director of Highways, Region 3 Engineer, Illinois Department of Transportation, 401 Main Street, Peoria, Illinois 61602, Phone: (309) 671-3333.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), will prepare a Supplemental EIS for the proposed widening and reconstruction of US 34 in Henderson County. The original EIS study limits were Carman Road (east of the Village of Gulfport) to the Village of Monmouth, Illinois, a total distance of approximately 24.8 miles, for which the Record of Decision was issued on August 18, 2003. The purpose of the project is to re-evaluate alternatives due to decertification of the Mississippi River levees in the portion near Gulfport. The anticipated project termini for this Supplemental EIS are from approximately one mile west of Carman Road to just east of TR 111 in Henderson County, a study area of approximately 8.2 miles.

The Supplemental EIS will evaluate alternatives including a No Action Alternative and various Build Alternatives. The Supplemental EIS will develop and evaluate a range of reasonable alternatives with an ultimate outcome of a single preferred alternative that addresses the type of facility to be

implemented, roadway horizontal and vertical alignment, and preliminary interchange/intersection geometrics. Engineering and environmental conditions will be evaluated in order to determine an alignment that meets the transportation needs of the region while minimizing the impacts to the environment.

The Supplemental EIS will evaluate potential effects on the social, economic, natural and physical environments, including land use and socioeconomic conditions, ecological resources, and cultural resources. Potentially affected resources include: Agricultural, residential and commercial properties; streams, wetlands and floodplains; forested areas and potentially historic properties. Preliminary measures to minimize harm, estimates of probable construction costs and estimated right-of-way requirements will be developed as part of this study.

Public involvement is a critical component of the National Environmental Policy Act (NEPA) project development process and will occur throughout the development of the environmental document. This document will be made available for review by federal and state resource agencies and the public. Public informational meetings, local government meetings, property owner meetings and other community organization meetings will provide opportunities for public input. A public hearing will be held at the time the Draft Supplemental EIS is made available for public and agency review and comment. Public notice will be given of the time and place of public meetings and hearings. Comments or questions regarding this proposed action and the Supplemental EIS are invited from all interested parties and should be directed to the FHWA or the IDOT at the addresses provided above.

(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.)

Issued On: January 15, 2015.

**Catherine A. Batey,**

*Division Administrator, Federal Highway Administration, Springfield, Illinois.*

[FR Doc. 2015-01062 Filed 1-21-15; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Final Federal Agency Actions on Proposed Highway in California

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

**ACTION:** Notice of limitation on claims for judicial review of actions by the California Department of Transportation (Caltrans), pursuant to 23 U.S.C. 327.

**SUMMARY:** The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed local assistance project, Bent Avenue Bridge [Federal Aid Number BRLS-NBIL(522)] and Via Vera Cruz Bridge [Federal Aid Number BRLS-5381(033)] in the City of San Marcos, in the County of San Diego, State of California. Those actions grant licenses, permits, and approvals for the project.

**DATES:** By this notice, the FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before June 22, 2015. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** For Caltrans: Kevin Hovey, Chief, Environmental Branch D, California Department of Transportation—District 11, 4050 Taylor Street, San Diego, CA 92110, 8 a.m. to 5 p.m., 619-688-0240, [kevin.hovey@dot.ca.gov](mailto:kevin.hovey@dot.ca.gov).

**SUPPLEMENTARY INFORMATION:** Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327.

Notice is hereby given that the Caltrans, have taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the following highway project in the State of California: The City of San Marcos proposes the replacement of Via Vera Cruz Bridge, the construction of a new Bent Avenue Bridge, and the widening of Discovery Street, in the City of San Marcos, San Diego County. The existing Via Vera Cruz Bridge between San Marcos Boulevard and Discovery Street would be replaced with a new bridge spanning over San Marcos Creek that would be longer in length and elevated

higher above the current grade. The new Bent Avenue Bridge would be constructed between San Marcos Boulevard and Discovery Street, spanning San Marcos Creek where a low-water crossing currently exists. The portion of Discovery Street between approximately 400 feet west of Via Vera Cruz to just west of Bent Avenue would be reconstructed and widened from a two-lane facility to a four-lane facility. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Categorical Exclusion (CE) for the project, approved on January 6, 2015, and in other documents in the FHWA project records. The CE and other project records are available by contacting Caltrans at the addresses provided above. This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. Council on Environmental Quality regulations;
2. National Environmental Policy Act (NEPA);
3. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU);
4. Department of Transportation Act of 1966;
5. Federal Aid Highway Act of 1970;
6. Clean Air Act Amendments of 1990;
7. Noise Control Act of 1970;
8. 23 CFR part 772 FHWA Noise Standards, Policies and Procedures;
9. Department of Transportation Act of 1966, Section 4(f);
10. Clean Water Act of 1977 and 1987;
11. Endangered Species Act of 1973;
12. Migratory Bird Treaty Act;
13. Uniform Relocation Assistance and Real Property Acquisition Act of 1970;
14. National Historic Preservation Act of 1966, as amended;
15. Historic Sites Act of 1935;
16. Executive Order 11990, Protection of Wetlands
17. Executive Order 13112, Invasive Species; and,
18. Executive Order 11988, Floodplain Management.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway 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. 139(l)(1).