

conditions, reservations and restrictions on 450.358 acres of property identified as SIA Section 10 (Central Portion) at the former Stapleton International Airport. This parcel was conveyed from the United States of America to the City and County of Denver to be used for aviation development on October 29, 1969. Denver voters endorsed the plan to build a new airport, to be called Denver International Airport. Stapleton International Airport closed on February 28, 1995, when Denver International Airport opened, and the FAA transferred all City and County of Denver's grant obligations in connection with Stapleton International Airport to the development and operation of Denver International Airport. The Stapleton property has slowly been redeveloped over the past 20 years for homes, businesses, roads, parks, and open space, in accordance with zoning, plats, and general development plans approved by the City and County of Denver. The sale of this property will be based on an appraisal conducted in January 2000 which was approved by the FAA in April 2000. The City and County of Denver will treat all proceeds as airport revenue and will be used exclusively in connection with Denver International Airport, specifically for the payment of debt.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon appointment and request, inspect the application, notice and other documents germane to the application in person at the Denver International Airport.

Issued in Denver, Colorado on April 3, 2015.

John P. Bauer,

Manager, Denver Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Aircraft Registration Renewal

AGENCY: Federal Aviation Administration (FAA), DOT

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our

intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on December 22, 2014. The information collected on an Aircraft Registration Renewal Application, AC Form 8050-1B, is used by the FAA to verify and update aircraft registration information collected for an aircraft when it was first registered.

DATES: Written comments should be submitted by May 11, 2015.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to oir_submission@omb.eop.gov, or faxed to (202) 395-6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW., Washington, DC 20503.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

FOR FURTHER INFORMATION CONTACT: Ronda Thompson at (202) 267-1416, or by email at: Ronda.Thompson@faa.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0729

Title: Aircraft Registration Renewal.

Form Numbers: AC Form 8050-1B

Type of Review: Revision of an information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on December 22, 2014 (79 FR 76437). The information collected on an Aircraft Registration Renewal Application (AC Form 8050-1B) is used by the FAA to verify and update the aircraft registration information collected for an aircraft when it was first registered. The updated registration database will then be used by the FAA to monitor and

control U.S. airspace and to distribute safety notices and airworthiness directives to aircraft owners.

Respondents: Approximately 95,653 aircraft owners.

Frequency: Information is collected triennially.

Estimated Average Burden per Response: 30 minutes to complete the form manually, 10 minutes to complete the form electronically.

Estimated Total Annual Burden: 23,912 hours.

Issued in Washington, DC on April 2, 2015.

Ronda Thompson,

FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.

[FR Doc. 2015-08122 Filed 4-8-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Intent to Prepare a Tier I Environmental Impact Statement: Dane County, Wisconsin

AGENCY: Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT).

ACTION: Federal Notice of Intent to Prepare a Tier 1 Environmental Impact Statement (Tier 1 EIS).

SUMMARY: The FHWA is issuing this revised notice to advise the public that FHWA and WisDOT will be preparing a Tier 1 EIS for proposed transportation improvements in the United States Highway (US) 51 corridor in Dane County, Wisconsin generally between Interstate 39/90 east of the City of Stoughton and US 12/18 (Madison South Beltline Highway). The previous Notice of Intent was to prepare an Environmental Impact Statement and was published in the **Federal Register** on February 1, 2012.

FOR FURTHER INFORMATION CONTACT: Mr. Johnny Gerbitz, Field Operations Engineer, Federal Highway Administration, City Center West, 525 Junction Road, Suite 8000, Madison, Wisconsin, 53717-2157, Telephone: (608) 829-7500.

SUPPLEMENTARY INFORMATION: A needs assessment was conducted for the project corridor in 2004 followed by initiation of the environmental review process for an environmental impact statement (EIS). The EIS review process examined factors contributing to the need for improvements within the US 51 study corridor (long-term planning and corridor preservation, safety,

roadway deficiencies, bike and pedestrian accommodations, and travel demand and capacity). Because of fiscal constraints, a commitment to improvements that address all of the need factors could not be made and the environmental review process is being converted from a standard EIS to a Tier 1 EIS.

The FHWA, in cooperation with the Wisconsin Department of Transportation (WisDOT), will prepare a Tier 1 EIS for proposed improvements to address safety, operational and capacity concerns on approximately 18 miles of US 51 between Interstate 39/90, east of the City of Stoughton, to US 12/18 (Madison South Beltline Highway), north of the Village of McFarland. The study will also examine a bypass of Stoughton, as well as potential operational improvements on existing US 51 in Stoughton. As alternatives to capacity improvements on US 51, the study will consider improvements on highways other than US 51 that might address the needs of travelers between the southeast portion of Dane County and the Madison Urban area. The Tier 1 EIS will evaluate the social, economic, and environmental impacts of the alternatives within the existing US 51 highway corridor, and other full build improvements on other regional highway corridors. The objective of this project is to address existing and future transportation demand and safety concerns as identified in the US 51 Needs Assessment Report. The Tier 1 EIS will be prepared in accordance with 23 U.S.C. 139, 23 CFR 771, and 40 CFR 1500–1508. Completion of the Tier 1 EIS and the Record of Decision (ROD) is expected in 2018.

Public involvement is a critical component of the National Environmental Policy Act (NEPA) and will occur throughout the development of the draft and final Tier 1 EIS. All environmental documents will be made available for review by federal and state resource agencies and the public. Specific efforts to encourage involvement by, and solicit comments from, minority and low-income populations in the project study area will be made, with public involvement meetings held throughout the environmental document process. Public notice will be given as to the time and place of public involvement meetings. A public hearing will be held after the completion of the Draft Tier 1 EIS.

Inquiries related to this study can be sent to jeff.berens@dot.wi.gov. A public Web site will be maintained throughout the study to provide information about the project and allow for on-line public

comment (<http://www.dot.wisconsin.gov/projects/swregion/5139901218/index.htm>). To ensure the full range of issues related to the proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action and this notice should be directed to the FHWA address provided above.

Projects receiving Federal funds must comply with Title VI of the Civil Rights Act, and Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” Federal law prohibits discrimination on the basis of race, color, age, sex, or country of national origin in the implementation of this project. It is also Federal policy to identify and address any disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

(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.)

Issued on: April 2, 2015.

Johnny M. Gerbitz,

Field Operations Engineer, Federal Highway Administration, Madison, Wisconsin.

[FR Doc. 2015–08138 Filed 4–8–15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in Texas

AGENCY: Federal Highway Administration (FHWA), DOT

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by FHWA and Other Federal Agencies

SUMMARY: This notice announces actions taken by the FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. § 139(l)(1). The actions relate to a proposed highway project, Trinity Parkway from Interstate Highway 35 East (IH35E)/State Highway (SH) 183 to U.S. 175/SH 310 in the County of Dallas, State of Texas. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA 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 September 8, 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: Mr. Achille Alonzi, Division Administrator, Texas Division, Federal Highway Administration, 300 E. 8th Street, Room 826, Austin, Texas 78701; 8:00 a.m. to 5:00 p.m. (central daylight time) Monday through Friday, 512–536–5902; email: al.alonzi@dot.gov.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FHWA and other Federal agencies have taken final agency actions by issuing licenses, permits, and approvals for the following highway project in the State of Texas: The Trinity Parkway (Texas Department of Transportation CSJ 0918–45–121) would consist of a limited-access toll facility on new location in the City of Dallas, extending from the IH 35E/SH 183 interchange (northern terminus) to the US 175/SH 310 interchange (southern terminus), a distance of approximately nine miles. The facility would ultimately consist of six mixed-flow tolled mainlanes, local street interchanges, and interchanges at the northern terminus, southern terminus, Woodall Rodgers Freeway, and IH 45. The primary purpose for the Trinity Parkway is to manage congestion on existing highways through the downtown Dallas area. Trinity Parkway would help manage congestion on IH 35E (Lower Stemmons and South R.L. Thornton Freeways), IH 30, and other major transportation facilities within the Trinity Parkway project area to improve mobility and safety, and thereby increase accessibility to businesses and public facilities.

The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final Environmental Impact Statement (FEIS) for the project, approved on March 7, 2014, in the FHWA Record of Decision (ROD) issued on April 2, 2015, and in other documents in the FHWA administrative record. The FEIS, ROD, and other documents in the FHWA administrative record file are available by contacting the FHWA at the address provided above. The FHWA FEIS and ROD can be viewed and downloaded from the project Web site at: <https://www.ntta.org/roadsprojects/futproj/>