

ACTION: Notice of Intent To Rule on Request To Release Airport Property at Waterloo Regional Airport, Waterloo, Iowa. (ALO)

SUMMARY: The FAA proposes to rule and invites public comment on the release of land at Waterloo Regional Airport, Waterloo, Iowa, under the provisions of 49 U.S.C. 47107(h)(2).

DATES: Comments must be received on or before November 18, 2016.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust Room 364, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: Keith Kaspari, Director of Aviation, 2790 Livingston Ln., Waterloo, IA 50703, (319) 291-4483

FOR FURTHER INFORMATION CONTACT: Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust Room 364, Kansas City, MO 64106, (816) 329-2644, lynn.martin@faa.gov. The request to release property may be reviewed, by appointment, in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release approximately 12.33+ acres of airport property at Waterloo Regional Airport (ALO) under the provisions of 49 U.S.C. 47107(h)(2). On March 29, 2016, the Director of Aviation at Waterloo Regional Airport requested from the FAA that approximately 12.33+ acres of property be released for sale to Dahlstrom Development for industrial/business development consistent with the zoning ordinances of the City. On October 6, 2016, the FAA determined that the request to release property at Waterloo Regional Airport (ALO) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice.

The following is a brief overview of the request:

The Waterloo Regional Airport (ALO) is proposing the release of airport property totaling 12.33 acres, more or less. This land is to be used for industrial/business development to Dahlstrom Development. The release of

land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the land at Waterloo Regional Airport (ALO) being changed from aeronautical to non-aeronautical use and release the lands from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project for general aviation facilities at Waterloo Regional Airport.

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 determined by the FAA to be related to the application in person at Waterloo Regional Airport.

Issued in Kansas City, MO on October 13, 2016.

Jim A. Johnson,
Manager, Airports Division.

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BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Los Angeles County, California

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Amended notice of intent.

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this amended notice to advise the public that a Draft Environmental Impact Statement (EIS) will be prepared for proposed highway improvements on Interstate 605 (I-605). The I-605 Corridor Improvement Project (Project) will consist of improvements on the I-605 corridor from the Interstate 10 (I-10) Interchange to the Interstate 105 (I-105) Interchange. The proposed Project also includes improvements along State Route 60 (SR-60) from Santa Anita Avenue to east of Turnbull Canyon Road, and on Interstate 5 (I-5) from Florence Avenue to Paramount Boulevard in the cities of Baldwin Park, El Monte, City of Industry, Pico Rivera, South El Monte, Whittier, Downey, Norwalk, Santa Fe Springs, and

unincorporated Los Angeles County. The Project limits include the I-605/I-5 and I-605/SR-60 corridors. These corridors were previously analyzed as separate projects; however, the Project limits along these corridors are being combined to connect logical termini. A Project Study Report-Project Development Support Study (PSR-PDS) for the I-605/I-5 corridor was approved in July 2014, and a PSR-PDS for the I-605/SR-60 corridor was approved in December 2015 (not attached).

FOR FURTHER INFORMATION CONTACT: Ronald Kosinski, Deputy District Director, Division of Environmental Planning, District 7, 100 South Main Street, Suite 100, Los Angeles, CA 90012, (213) 897-0703.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the FHWA assigned, and Caltrans assumed, environmental responsibilities for this Project pursuant to 23 United States Code (U.S.C.) 327. Caltrans will prepare an Environmental Impact Statement (EIS) for the proposed Project. The purpose of the Project is to reduce congestion, improve freeway operations, improve and enhance safety, and improve local and system interchange operations.

Project Description

The Project proposes widening along the southbound and northbound I-605 corridor from the I-10 Interchange to the I-105 Interchange. The proposed Project includes improvements along SR-60 from Santa Anita Avenue to east of Turnbull Canyon Road, and on I-5 from Florence Avenue to Paramount Boulevard. The study area includes the cities of Baldwin Park, El Monte, City of Industry, Pico Rivera, South El Monte, Whittier, Downey, Norwalk, Santa Fe Springs, and unincorporated Los Angeles County. Improvements to local streets and interchanges may be required as part of the Project including the following interchanges that would be affected: I-605/Imperial Highway, I-605/Firestone Boulevard, I-605/Telegraph Road, I-605/Slauson Avenue, I-605/Florence Ave., I-605/Washington Boulevard, I-605/Whittier Boulevard, I-605/Beverly Boulevard, I-605/Rose Hills Road, I-605/Peck Road, I-605/SR-60, I-605/Valley Boulevard, SR-60/Peck Road, SR-60/7th Ave., I-5/Florence Ave., I-5/Lakewood Boulevard, I-5/Paramount Blvd., and I-605/I-5 Interchanges.

The following Project alternatives are under consideration.

Alternative 1: No Build Alternative

In this alternative, there would be no reconstruction or improvements to the

I-605 corridor. Within the Project limits, I-605 would continue to have four mixed flow lanes that are 11-feet wide, with 2-foot-wide median shoulders, plus one high-occupancy vehicle (HOV) lane and a 1-foot-wide HOV buffer.

Alternative 2: Standard Alternative (Lane/Shoulder Widths)

This alternative includes adding mixed flow or HOV lanes as well as auxiliary lanes where additional capacity is required on southbound and northbound I-605 from I-10 to I-105, and along SR-60 from Santa Anita Avenue to east of Turnbull Canyon Road. This Project will also be adding one HOV lane in each direction along I-5 from Florence Avenue to Paramount Boulevard and auxiliary lanes where necessary. These improvements would implement standard lane widths and shoulders, consistent with the Caltrans Highway Design Manual for the mainline freeway, connectors, and ramps. Right-of-way (ROW) acquisitions would be necessary to accommodate these improvements.

This alternative will have additional design variations, which would provide optional lane use (general purpose, HOV, on and off ramp modifications, and other operational improvements.

Alternative 3: Reduced Standard Alternative (Lane/Shoulder Widths)

Alternative 3 includes many of the design elements identified in Alternative 2 on I-605, SR-60, and I-5 with design variations, which would provide optimal lane use to reduced ROW impacts. This alternative includes

adding mixed flow or HOV lanes as well as auxiliary lanes, where additional capacity is required, on southbound and northbound I-605 from I-10 to I-105. The Project also includes adding mixed flow and auxiliary lanes, where additional capacity is required, along SR-60 from Santa Anita Avenue to east of Turnbull Canyon Road and adding one HOV lane in each direction on I-5 from Florence Avenue to Paramount Boulevard.

This alternative will have additional design variations, which provide optional lane use such as general purpose, HOV, optional on and off ramp modifications, and other operational improvements. These alternatives may be refined or be removed from further consideration, as engineering and environmental analysis is conducted for the Project.

Alternative 4: Transportation Systems Management/Transportation Demand Management (TSM/TDM)

The TSM/TDM Alternative would add transportation system and demand management techniques to existing features within the Project limits. Improvements that may be included as part of this alternative are additional ramp metering, improved signal timing, increased transit service, improved signage, development of rideshare/ carpool programs, and installation of intelligent transportation systems.

Analysis supporting the Environmental Impact Statement (EIS) will determine the improvements necessary to meet the existing and future transportation needs in the corridor.

The following permits/approvals may be required to construct the Project:

- 33 U.S.C. 408 Section 408 Permit (United States (U.S.) Army Corps of Engineers)
- Clean Water Act (CWA) Section 404 Permit (U.S. Army Corps of Engineers)
- Section 1602 Agreement (California Department of Fish and Wildlife)
- National Pollutant Discharge Elimination System (NPDES) Permit
- Caltrans Statewide Permit and Construction General Permit
- CWA Section 401 Water Quality Certification and/or Waste Discharge Requirement (WDR) (Regional Water Quality Control Board)
- South Coast Air Quality Management District (SCAQMD) Rules 403, 1403, and 1166
- Clean Air Act, Transportation Conformity Determination (FHWA; Caltrans)
- Section 106 Compliance with National Historic Preservation Act
- Section 7 Consultation with U.S. Fish and Wildlife Service in the event that Federally-listed species are affected
- Union Pacific Railroad (UPRR) Memorandum of Agreement
- Various City Encroachment Permits

Caltrans will be holding public scoping meetings to provide an overview of the Project, summarize the environmental process, and receive input regarding the environmental issues and the suggested scope and content of the EIS. These meetings will include separate agency and public scoping. Please refer to the table below for meeting dates and locations:

SCOPING AND AGENCY MEETINGS

City	Date	Time	Location
Downey	Monday, Oct. 24, 2016	6:30 p.m.–8:30 p.m.	Public Scoping Meeting, Embassy Suites Los Angeles-Downey, Diplomat/Consulate Room, 8425 Firestone Blvd., Downey, CA 90241.
Santa Fe Springs	Wednesday, Oct. 26, 2016	3:00 p.m.–4:30 p.m.	Agency Scoping Meeting, Gus Velasco Neighborhood Center, 9255 South Pioneer Blvd., Santa Fe Springs, CA 90670.
Santa Fe Springs	Wednesday, Oct. 26, 2016	6:30 p.m.–8:30 p.m.	Public Scoping Meeting, Gus Velasco Neighborhood Center, 9255 South Pioneer Blvd., Santa Fe Springs, CA 90670.
Norwalk	Thursday, Oct. 27, 2016 ...	6:30 p.m.–8:30 p.m.	Public Scoping Meeting, Norwalk Assembly of God Church, 11129 Pioneer Blvd., Norwalk, CA 90650.
City of Industry	Tuesday, Nov. 1, 2016	6:30 p.m.–8:30 p.m.	Public Scoping Meeting, Industry Hills Expo Center, 16200 Temple Avenue, City of Industry, CA 91744.
South El Monte	Wednesday, Nov. 2, 2016	6:30 p.m.–8:30 p.m.	Public Scoping Meeting, South El Monte Senior Center, 1556 Central Ave., South El Monte, CA 91733.
Whittier	Thursday, Nov. 3, 2016	6:30 p.m.–8:30 p.m.	Public Scoping Meeting, Palm Park, Palm A–B Room, 5703 Palm Ave., Whittier, CA 90601.
Whittier	Thursday, Nov. 3, 2016	3:00 p.m.–4:30 p.m.	Agency Scoping Meeting, Palm Park, Palm A–B Room, 5703 Palm Ave., Whittier, CA 90601.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and Participating Agencies; tribal governments and local agencies and private organizations and citizens who have previously expressed or are known to have interest in this proposal. The Draft EIS is anticipated to be available for public and agency review and comment in mid-2019. Public meetings will be held in study area communities during the public and agency review and comment period. In addition, public hearings will be held for the Project. Public notice will be given for the time and place of the public meetings and hearings. The Draft EIS will be available for public and agency review and comment prior to the public hearings.

To ensure that the full range of issues related to this proposed action is addressed and all significant concerns are identified, comments and suggestions are invited from all interested parties. Comments or questions about this proposed action and the EIS should be directed to Caltrans at the address provided above.

(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: October 11, 2016.

Josué M. Yambó,

Senior Transportation Engineer, Project Delivery Division, Federal Highway Administration, Sacramento, California.

[FR Doc. 2016-25216 Filed 10-18-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Haines Highway Reconstruction Milepost 3.9 to Milepost 25.0 in Alaska

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of limitation of claims for judicial review of actions by FHWA and other Federal agencies.

SUMMARY: This notice announces actions taken by FHWA that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to the proposed Haines Highway Reconstruction in the Haines Borough in the State of Alaska. Those actions grant approvals for the project.

DATES: By this notice, FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of FHWA actions on the highway project will be barred unless the claim is filed on or before March 20, 2017. 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: Al Fletcher, Field Operations Engineer, Federal Highway Administration, Alaska Division, 709 West 9th Street, Room 851, Juneau, AK 99802, telephone (907) 586-7245; email: Al.Fletcher@dot.gov. The FHWA Alaska Division Office's normal business hours are 8:00 a.m. to 5:00 p.m. (Alaska Standard Time), Monday through Friday, except Federal holidays. You may also contact Greg Lockwood P.E., Project Manager, Alaska Department of Transportation, Southcoast Region, P.O. Box 112506, Juneau, AK 99811-2506, telephone (907) 465-2393; email: greg.lockwood@alaska.gov. The DOT&PF Southcoast Regions' normal business hours are 8:00 a.m. to 4:30 p.m. (Alaska Standard Time), Monday through Friday, except State and Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FHWA has taken final agency action subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the Haines Highway Reconstruction Milepost 3.9 to Milepost 25.0 Project in the State of Alaska. The Haines Highway Reconstruction Milepost 3.9 to Milepost 25.0 Project proposes to upgrade the Haines Highway to current standards from Milepost (MP) 3.5 to 25.3 in Haines, Alaska.

The project includes the following components:

1. Improvements to Haines Highway. Specifically, realignment of sections of the highway and straightening some curves to meet 55 mile-per-hour design standards, with the exception of two curves. Widening the roadway shoulders to a continuous 6-foot width and providing minimum sight distance to meet design standards. Constructing drainage ditches and upgrading, replacing, and/or adding new culverts where appropriate. Repaving and restriping the roadway and adding new signage. Rehabilitating or relocating of driveways, turnout access points, and road intersections (including Chilkat Avenue, Klukwan) to meet design standards. Installing or upgrading of guardrails and other safety features along the highway, where needed. Modifying the Haines-Fairbanks

Pipeline Gate Valve 4's surrounding concrete vault, to protect the gate valve and provide a safe road embankment. Relocating utilities, where required. Maintaining access to utilities not relocated.

2. Replacement of Chilkat River Bridge. Installation of a temporary bridge downstream to be used as a construction staging platform. Construction of a new bridge directly adjacent to, and downstream of, the existing bridge, with the same lane and shoulder widths as the revised proposed road. The new bridge would be constructed to meet the following criteria: A 55 mile-per-hour design speed, current seismic standards, and accommodation of freight vehicles carrying heavier loads than currently accommodated by the bridge, and consistency with the bridges constructed in the Haines Highway Milepost 24 to the border project. Removing existing bridge deck and rail; cutting and removing foundation structures, including remnant pilings from previous bridge structures.

3. Improvements for Highway Protection at Debris and Water Flood Flow Areas. Raising the grade of the highway 15 to 18 feet from its current elevation at Milepost 19 and Milepost 23. Installing of four to six larger-diameter culverts under the elevated highway, at each debris flow area (Milepost 19, Milepost 23).

4. Improvements for Recreational Access. Widening roadway shoulders from 2 feet to 6 feet, to improve safety for non-motorized users. Constructing parking area for access to the Mount Ripinski Trailhead. Improving surfacing and grading of turnouts within the right-of-way. Improving vehicle access to the Chilkat River recreational areas.

The actions by FHWA and the laws under which such actions were taken are described in the Haines Highway Reconstruction Milepost 3.9 to Milepost 25.0 Final Revised Environment Assessment (FREA), Finding of No Significant Impact (FONSI), and the Section 4(f) evaluations, issued on August 15, 2016, and in other documents in the project records. The FREA, FONSI, and Section 4(f) Evaluations, and other project records are available by contacting FHWA at the address provided above. The EA and Section 4(f) Evaluation and FONSI can be viewed and downloaded from the project Web site at http://dot.alaska.gov/sereg/projects/haines_hwy/documents.shtml or by contacting FHWA at the address provided above.

This notice applies to all FHWA decisions as of the issuance date of this notice and all laws under which such