

*Implementation plan collection:* 3 future applicants for a Domestic, Flag, and Supplemental Operations certificate (anticipate no more than one per year).

*Continuing SMS program collection:* 72 current Domestic, Flag, and Supplemental Operations certificate holders.

*Frequency:*

*Implementation plan collection:* Yearly responses for the 3 future applicants.

*Continuing SMS program collection:* Monthly responses for the 72 current Domestic, Flag, and Supplemental Operations certificate holders.

*Number of Responses:*

*Implementation plan collection:* 1 future applicant per year submitting yearly responses would total 6 responses over the three year period. (1 new applicant in the first year  $\times$  3 responses + 1 applicant in second year  $\times$  2 responses + 1 applicant in the third year  $\times$  1 response).

*Continuing SMS program collection:* 72 current Domestic, Flag, and Supplemental Operations certificate holders  $\times$  12 responses = 864 responses per year.

*Total Annual Burden:*

*Implementation plan collection:* Total burden for new applicants estimated to be 20,040 hours or 6,680 hours per year.

*Continuing SMS program collection:* As of March 9, 2018, all current Domestic, Flag, and Supplemental Operations certificate holders were validated as having an SMS in compliance with FAA Certification and Safety Management System requirements. Therefore, all implementation plans have been completed and will, therefore, have no continuing burden on current Domestic, Flag, and Supplemental Operations certificate holders.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1:48.

Issued in Washington, DC, on September 8, 2018.

**Barbara L. Hall,**

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

[FR Doc. 2018-20145 Filed 9-14-18; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Availability of the Final Environmental Assessment (EA) and Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Runway 14/32 Relocation/Extension and Associated Improvements Project for the Lake Elmo Airport (21D) in Lake Elmo, MN

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

**ACTION:** Notice.

**SUMMARY:** The FAA is issuing this notice to advise the public that the FAA has prepared and approved (August 31, 2018) a FONSI/ROD based on the Final EA for a Runway 14/32 Relocation/Extension and Associated Improvements Project at the Lake Elmo Airport. The Final EA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1F, "Environmental Impacts: Policies and Procedures" and 5050.4B, "NEPA Implementing Instructions for Airport Actions".

**DATE:** This notice is applicable September 17, 2018.

**FOR FURTHER INFORMATION CONTACT:** Mr. Josh Fitzpatrick, Environmental Protection Specialist, FAA Dakota-Minnesota Airports District Office (ADO), 6020 28th Avenue South, Suite 102, Minneapolis, Minnesota 55450. Telephone number is (612) 253-4639. Copies of the FONSI/ROD and/or Final EA are available upon written request by contacting Mr. Josh Fitzpatrick through the contact information above.

**SUPPLEMENTARY INFORMATION:** The FAA and the Metropolitan Airports Commission (MAC) jointly prepared the Final EA/State of Minnesota Environmental Assessment Worksheet (EAW), pursuant to the requirements of the NEPA and the Minnesota Environmental Policy Act.

The Final EA evaluated the 21D Runway 14/32 Relocation/Extension and Associated Improvements Project. The purpose of the proposed action is to address failing, end of life infrastructure; enhance safety for airport users and neighbors; and improve facilities for the family of aircraft using the airport. The proposed action is needed based on the following four deficiencies at the existing facility: The existing runway and taxiway pavement is deteriorating and needs to be replaced; Runway 14/32 has several incompatible land uses within its runway protection zones (RPZs),

including a railroad and two public roads; the existing pavement and airfield geometry do not meet the needs of airport users and aircraft; and the existing instrument approach procedures do not use the latest available navigational technology.

The Final EA identified and evaluated reasonable alternatives. Numerous alternatives were considered, but eventually discarded for not meeting the purpose and need. For the primary runway, Alternatives B, B1, and the No Action were examined in detail. For the crosswind runway, the No Action and one other alternative were examined. For roadway relocation, Alternatives 1, 2, 4A, 4B, and the No Action were examined. After careful analysis and consultation with various resource agencies, the MAC selected Primary Runway Alternative B1, the Crosswind Runway Alternative, and Roadway Alternative 3 as the proposed action. Primary Runway Alternative B1, the Crosswind Runway Alternative, and Roadway Alternative 3 satisfies the purpose and need while minimizing impacts.

The Proposed Action includes the following elements: Relocate Runway 14/32 by shifting 615 feet to the northeast and extend to 3,500 feet, including grading, clearing, and runway lighting; extinguish existing prescriptive easement for 30th Street North and seek a land release for non-aeronautical use from the FAA to allow realignment of 30th Street North around the new Runway 32 RPZ to reconnect with the existing Neal Avenue North intersection; relocate the Airport perimeter fence to reflect the new Runway 32 RPZ; remove the existing north side taxiway and compass calibration pad and construct a new crossfield taxiway to serve the new Runway 14 end, including taxiway lighting; convert existing Runway 14/32 to a partial parallel taxiway and remove the portion of the existing parallel taxiway south of the Runway 04 threshold; reconstruct Runway 4/22 and extend to 2,750 feet, including necessary lighting and taxiway connectors; construct other taxiways and engine run-up pads as needed to support the relocated Runway 14/32 and extended Runway 04/22, including connector taxiways and a full-length parallel taxiway on the north side of the relocated Runway 14/32, and install taxiway lighting and/or reflectors; relocate the compass calibration pad adjacent to the new partial parallel taxiway (converted Runway 14/32); establish non-precision GPS-based instrument approach procedures to all runway ends not already equipped;

provide Runway 14/32 lighting systems with the relocated runway; install Medium Intensity Runway Lights (MIRLs) on Runway 04/22, Precision Approach Path Indicators (PAPIs) on the Runway 04, 14, and 22 ends, and Runway End Identifier Lights (REILs) on each end of Runway 04/22; remove approximately 20 acres of on-Airport trees and individual off-Airport trees as necessary to clear trees that penetrate FAA Threshold Siting Surface (TSS)/ Part 77 approach and transitional surfaces; install obstruction lighting on Fixed Based Operator (FBO) and hangar buildings in the Terminal Instrument Procedures (TERPS) departure surface areas beyond Runway 04, 14, and 22 ends; construct an on-Airport access road connecting the north and west building areas; voluntarily explore creation of Rusty Patched Bumble Bee/ pollinator habitat on airport property southwest of proposed 30th Street North realignment.

Based on the analysis in the Final EA, the FAA has determined that the proposed action will not result in significant impacts to resources identified in accordance with FAA Orders 1050.1F and 5050.4B. Therefore, an environmental impact statement will not be prepared.

Issued in Minneapolis, Minnesota, on August 31, 2018.

**Andy Peek,**

*Manager, Dakota-Minnesota Airports District Office, FAA, Great Lakes Region.*

[FR Doc. 2018–20144 Filed 9–14–18; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[FHWA Docket No. FHWA–2018–0008]

#### Surface Transportation Project Delivery Program; Utah Department of Transportation Audit Report

**AGENCY:** Federal Highway Administration (FHWA), U.S. Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** The Moving Ahead for Progress in the 21st Century Act (MAP–21) established the Surface Transportation Project Delivery Program that allows a State to assume FHWA's environmental responsibilities for environmental review, consultation, and compliance under the National Environmental Policy Act (NEPA) for Federal highway projects. When a State assumes these Federal responsibilities, the State becomes solely responsible and liable for the responsibilities it has

assumed, in lieu of FHWA. This program mandates annual audits during each of the first 4 years to ensure the State's compliance with program requirements. This notice finalizes the findings of the first audit report for the Utah Department of Transportation (UDOT).

**FOR FURTHER INFORMATION CONTACT:** Ms. Deirdre Remley, Office of Project Development and Environmental Review, (202) 366–0524, *Deirdre.Remley@dot.gov*, or Mr. Jomar Maldonado, Office of the Chief Counsel, (202) 366–1373, *Jomar.Maldonado@dot.gov*, Federal Highway Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of this notice and all comments received may be downloaded from the specific docket page at [www.regulations.gov](http://www.regulations.gov).

##### Background

The Surface Transportation Project Delivery Program, codified at 23 United States Code (U.S.C.) 327, commonly known as the NEPA Assignment Program, allows a State to assume FHWA's environmental responsibilities for review, consultation, and compliance for Federal highway projects. When a State assumes these Federal responsibilities, the State becomes solely liable for carrying out the responsibilities, in lieu of the FHWA. The UDOT published its application for NEPA assumption on October 9, 2015, and made it available for public comment for 30 days. After considering public comments, UDOT submitted its application to FHWA on December 1, 2015. The application served as the basis for developing a Memorandum of Understanding (MOU) that identifies the responsibilities and obligations that UDOT would assume. The FHWA published a notice of the draft MOU in the **Federal Register** on November 16, 2016, with a 30-day comment period to solicit the views of the public and Federal agencies. After the end of the comment period, FHWA and UDOT considered comments and proceeded to execute the MOU. Effective January 17, 2017, UDOT assumed FHWA's responsibilities under NEPA, and the responsibilities for NEPA-related Federal environmental laws described in the MOU.

Section 327(g) of Title 23, U.S.C., requires the Secretary to conduct annual audits during each of the first 4 years of State participation. After the fourth year, the Secretary shall monitor the State's compliance with the written agreement. The results of each audit must be made available for public comment. This notice finalizes the findings of the first audit report for UDOT participation in the NEPA Assignment program. The FHWA published a draft version of this report in the **Federal Register** on April 13, 2018, at 83 FR 16170, and made it available for public review and comment for 30 days in accordance with 23 U.S.C. 327(g). The FHWA received two responses to the **Federal Register** notice during the public comment period for the draft report. Neither of the comments were substantive. One comment from the American Road and Transportation Builders Association outlined their general support for this program. The second comment was from an anonymous individual and the comment was unrelated to the report. The FHWA considered both comments and determined that neither comment triggered changes in the content of the report. This notice includes the final version of the audit report.

**Authority:** Section 1313 of Public Law 112–141; Section 6005 of Public Law 109–59; 23 U.S.C. 327; 23 CFR 773.

**Brandye L. Hendrickson,**

*Deputy Administrator, Federal Highway Administration.*

#### Surface Transportation Project Delivery Program

#### FHWA Audit of the Utah Department of Transportation

**January 17–June 9, 2017**

#### Executive Summary

This report summarizes the results of the Federal Highway Administration's (FHWA) first audit of the Utah Department of Transportation's (UDOT's) National Environmental Policy Act (NEPA) review responsibilities and obligations that FHWA has assigned and UDOT has assumed pursuant to 23 United States Code (U.S.C.) 327. Throughout this report, FHWA uses the term "NEPA Assignment Program" to refer to the program codified at 23 U.S.C. 327. Under the authority of 23 U.S.C. 327, UDOT and FHWA executed a Memorandum of Understanding (MOU) on January 17, 2017, to memorialize UDOT's NEPA responsibilities and liabilities for Federal-aid highway projects and certain other FHWA approvals for transportation projects in