

Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange in Jackson County, Missouri.

**FOR FURTHER INFORMATION CONTACT:**

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**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a Second Tier EIS to consider impacts of improvements to I-70 from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange in Jackson County, Missouri. The project length is approximately 6.8 miles.

In July 2008, FHWA in partnership with MoDOT initiated the I-70 First Tier EIS process for approximately 18 miles of I-70 corridor from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri Central Business District (CBD) Freeway Loop. Its purpose was to determine an improvement strategy for the corridor to address the following needs: Improve safety, reduce congestion, restore and maintain existing infrastructure, improve accessibility, and improve goods movement. Various concepts were combined to develop 15 initial strategies that were screened down to four first tier strategies. These four strategies included the No-Build Strategy, Improve Key Bottlenecks Strategy, Add General Lanes Strategy, and Transportation Improvement Corridor Strategy. After analysis and public review, the First Tier EIS identified a Selected Strategy to improve the I-70 corridor. The Selected Strategy is the Improve Key Bottlenecks Strategy from the downtown loop to east of I-435. From east of I-435 to I-470, the Selected Strategy is either the Improve Key Bottlenecks Strategy or the Add General Lanes Strategy. In March 2010, the Draft First Tier EIS was published. A 49-day comment period, which included two public hearings and an online public hearing, followed publication of the draft. In December 2010, the Final First Tier EIS was published, with a Record of Decision published in April 2011.

The First Tier EIS recommended that the second tier environmental studies for the 18-mile I-70 corridor be divided into five sections of independent utility

(SIU). The intent of the second tier environmental studies is to build on and extend the work of the First Tier EIS for improving I-70 as part of the Mid-America Regional Council's long-range transportation plan. Each SIU will be evaluated to the appropriate level of detail (CE, EA, or EIS) within the National Environmental Policy Act process.

FHWA and MoDOT are now preparing a Second Tier EIS that covers the section of I-70 from west of the Paseo Boulevard Interchange to east of the Blue Ridge Cutoff interchange, encompassing two SIUs from the First Tier EIS. The two SIUs are the Urban SIU (Paseo Boulevard to U.S. 40) and I-435 Interchange SIU (U.S. 40 to Blue Ridge Cutoff). The Second Tier EIS will carry forward and refine the needs identified from the First Tier EIS and conduct an alternative analysis based on the Improve Key Bottlenecks Strategy. Through this study, more specific definitions of the improvements and their potential impacts will be developed for consideration by the general public and the various environmental and community resource agencies. Examples of these improvements include modifying access, fixing existing pavement and bridges, improving interchange ramps, adding collector-distributor roads, and providing for bus transit on shoulder. The Second Tier EIS will also evaluate a no-build alternative and alternatives coordinated with ongoing regional transit studies.

As part of the scoping process, interagency coordination meetings will be held with federal and state resource agencies and local agencies. In addition, informational meetings with the public and community representatives will be held to solicit input on the project. A location public hearing will be held to present the findings of the Draft Second Tier EIS. Public notice will be given announcing the time and place of all public meetings and the hearing. The Draft Second Tier EIS will be available for public and agency review and comment prior to the public hearing.

The Second Tier EIS will conform to the environmental review process as established in Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Section 6002 environmental review process requires the following activities: Identification and invitation of cooperating and participating agencies; establishment of a coordination plan; and opportunities for additional agency and public comment on the project's purpose and

need, strategies, and methodologies for determining impacts.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning this proposed action and the Second Tier EIS should be directed to the FHWA or MoDOT at the addresses provided above. Concerns in the study area include potential impacts to natural resources, cultural resources, and communities.

(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: December 14, 2011.

**Peggy J. Casey,**

*Program Development Team Leader, Jefferson City.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

### Federal Aviation Administration

#### Environmental Impact Statement: Cook and DuPage Counties, IL

**AGENCIES:** Federal Highway Administration (FHWA) and Federal Aviation Administration (FAA), DOT.

**ACTION:** Revised Notice of Intent to Prepare an Environmental Impact Statement.

**SUMMARY:** The FHWA and FAA are issuing this notice to advise the public that a Tier Two Environmental Impact Statement will be prepared for the Elgin O'Hare—West Bypass in Cook and DuPage Counties, Illinois.

**FOR FURTHER INFORMATION CONTACT:**

Norman R. Stoner, P.E., Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4600. Jim Keefer, Manager, Chicago Airports District Office, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, Phone: (847) 294-7336. Diane M. O'Keefe, P.E., Deputy Director of Highways, Region One Engineer, Illinois Department of Transportation, 201 West Center Court, Schaumburg, Illinois 60196, Phone: (847) 705-4110. Kristi Lafleur, Executive Director, Illinois State Toll Highway Authority,

2700 Ogden Avenue, Downers Grove, IL 60515, Phone: (630) 241-6800.

**SUPPLEMENTARY INFORMATION:** This notice is a revision of a June 8, 2011, Notice of Intent [76 FR 33401]. The revised notice is being issued to inform the public that the FHWA and FAA, in cooperation with the Illinois Department of Transportation (IDOT) and the Illinois State Toll Highway Authority (ISTHA), will prepare a Tier Two Environmental Impact Statement (EIS) for the proposed Elgin O'Hare—West Bypass. The ISTHA is being added as a joint lead agency because ISTHA will be the primary agency responsible for implementing the project, including the design, operation and maintenance necessary to complete the highway components identified in the EIS. The study area for the EIS is along the Elgin-O'Hare Expressway/Thorndale Avenue between Chicago O'Hare International Airport (O'Hare) and Lake Street/US Route 20, and on a proposed alignment connecting I-90 and I-294 along the west side of O'Hare. The Tier Two EIS will present further detail on the alternatives for the preferred transportation system concept that resulted from the Tier One EIS, an evaluation of the environmental impacts of the alternatives, and actions for mitigating project impacts to environmental resources.

The primary environmental resources that may be affected are: residential, commercial, and industrial properties; streams and floodplains; wetlands; and open space. This project is being developed using the Illinois Department of Transportation's Context Sensitive Solutions policy. Alternatives to be evaluated will include (1) taking no action and (2) complete transportation system alternatives for the Tier One corridor that include consideration of design options, financing options, construction sequencing options, and the inclusion of transit, bicycle and pedestrian facilities.

The Tier One Stakeholder Involvement Plan (SIP), which met the SAFETEA-LU Coordination Plan requirements, will be updated to ensure that a full range of issues related to Tier Two of this project are identified and addressed. The SIP provides meaningful opportunities for all stakeholders to participate in defining transportation issues and solutions for the study area. The web site established for this project ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)) is one element of the project public involvement program.

Comments or questions concerning this proposed action and the Tier Two EIS are invited from all interested

parties and should be directed to the FHWA at the address provided above. The Tier Two Draft EIS will be available for public and agency review after its publication. A public hearing will be held during the public comment period for the draft EIS. Public notice will be given of the time and place of public meetings and hearing. The Tier Two EIS will conclude with the selection of a preferred alternative documented in the Record of Decision.

(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).

**James G. Keefer,**

*Manager, Chicago Airports District Office, Federal Aviation Administration, Des Plaines, Illinois.*

Issued on: December 12, 2011.

**Norman R. Stoner,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### National Technical Assistance Center for Senior Transportation: Solicitation for Proposals

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice; request for proposals.

**SUMMARY:** This solicitation seeks proposals from national not-for-profit organizations for a cooperative agreement to maintain and continue to implement the National Technical Assistance Center for Senior Transportation (National Senior Center or Center). The National Senior Center was enabled by statute under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU) in July 2005. The major goal of the National Senior Center is to gather best practices from senior transportation programs throughout the Nation and assist local communities, states and other organizations in successfully meeting the transportation needs of seniors including planning for an integrated transportation program. This cooperative agreement is for a five-year award. The first year of the cooperative agreement is for nine-hundred and ninety-eight thousand dollars (\$998,000) from funds appropriated in Fiscal Year 2011.

Subsequent funding will be based on annual appropriations and future authorization of the program.

This notice describes how to apply and the criteria the interagency review panel will use to evaluate the proposals received.

This announcement is available on the FTA's Web site and on the United We Ride (UWR) Web page at: <http://www.unitedweride.gov>. FTA will announce the final selection on the UWR Web site and in the **Federal Register**. A synopsis of this announcement will be posted in the FIND module of the government-wide electronic grants Web site at <http://www.Grants.Gov>. Proposals must be submitted to FTA, electronically, through the GRANTS.GOV "APPLY" function.

**DATES:** Complete proposals must be submitted electronically by February 21, 2012. The proposals must be submitted electronically through the GRANTS.GOV Web site. Applicants who have not already done so should initiate the process of registering on the GRANTS.GOV site immediately to ensure completion of registration before the deadline for submission.

**ADDRESSES:** Proposals must be submitted electronically to <http://www.Grants.Gov>.

**FOR FURTHER INFORMATION CONTACT:** For general program information, as well as proposal-specific questions, please send an email to [unitedweride@fta.dot.gov](mailto:unitedweride@fta.dot.gov) or contact Pamela Brown at (202) 493-2503. A TDD is available at 1-(800) 877-8339 (TDD/FIRS).

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#### I. Funding Opportunity Description

##### A. Authority

The enactment of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU); Public Law 109-059, authorized a National Technical Assistance Center on Senior Transportation under 49 U.S.C. 5314 (c) as follows:

1. *Establishment*—The Secretary shall award grants to a national not-for-profit organization for the establishment and