

<http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Tyneka Thomas ARM-105, (202) 267-7626, FAA, Office of Rulemaking, 800 Independence Ave SW., Washington, DC 20591. This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on September 28, 2012.

Lirio Liu,

Acting Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2012-0113.

Petitioner: Southwest Airlines Company.

Section of 14 CFR Affected: 14 CFR 121.139.

Description of Relief Sought: The relief sought would allow Southwest to operate its aircraft without carrying the appropriate parts of the maintenance manual aboard the airplane when its away from its principle base of operations.

[FR Doc. 2012-24787 Filed 10-5-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2012-0081]

Agency Information Collection

Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on June 22, 2012. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by November 8, 2012.

ADDRESSES: You may send comments within 30 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503,

Attention DOT Desk Officer. You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. All comments should include the Docket number FHWA-2012-0081.

FOR FURTHER INFORMATION CONTACT: Chris Allen, 202-366-4104, Office of Highway Policy Information, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590, between 6:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Title:

Federal Highway Administration (FHWA) State Reports for American Recovery and Reinvestment Act (Recovery Act)

Background: The American Recovery and Reinvestment Act of 2009 (Recovery Act), provides the State Departments of Transportation and Federal Lands Agencies with \$27.5 billion for highway infrastructure investment. With these funds also comes an increased level of data reporting with the stated goal of improving transparency and accountability at all levels of government. According to President Obama "Every American will be able to hold Washington accountable for these decisions by going online to see how and where their tax dollars are being spent." The Federal Highway Administration (FHWA) in concert with the Office of the Secretary of Transportation (OST) and the other modes within the U.S. Department of Transportation (DOT) will be taking the appropriate steps to ensure that accountability and transparency are provided for all infrastructure investments.

The reporting requirements of the Recovery Act are covered in Sections 1201 and 1512. Section 1201 (c)(1) stipulates that "notwithstanding any other provision of law each grant recipient shall submit to the covered agency (FHWA) from which they received funding periodic reports on the use of the funds appropriated in this Act for covered programs. Such reports shall be collected and compiled by the covered agency (FHWA) and transmitted to Congress. Covered agencies (FHWA) may develop such reports on behalf of grant recipients

(States) to ensure the accuracy and consistency of such reports."

Section 1512 of the Recovery Act requires "any entity that receives recovery funds directly from the Federal Government (including recovery funds received through grant, loan, or contract) other than an individual," including States, to provide regular "Recipient Reports."

As the recipients or grantees for the majority of the Recovery Act funds, States and Federal Land Management Agencies (FLMA) are by statute responsible for reporting to FHWA on the projects, use of Recovery Act funds, and jobs supported. States and FLMA that receive recovery fund apportionments directly from the Federal government are responsible for reporting to FHWA, and are also responsible for reporting quarterly to the *federalreporting.gov* Web site. To achieve a high-quality, consistent basis for reporting and project oversight, FHWA has designed the Recovery Act Database System (RADS) for obtaining and summarizing data including reports to congress, project oversight, and other purposes.

States and FLMA will be responsible for providing the data that are not currently available at the national level. Not every data element required to be reported by the Recovery Act needs to be specifically collected. To the maximum extent possible, FHWA will utilize existing data programs to meet the Recovery Act reporting requirements. For example, for the requirement to report aggregate expenditures of State funds, FHWA will use existing reports submitted by States and data collected in the Financial Management Information System (FMIS). While the reporting obligations in the Recovery Act are only applicable to the grant recipients, the States and FLMA may need to obtain certain information from their contractors, consultants, and other funding recipients in order to provide the FHWA with all of the required information.

Additional information on the American Recovery and Reinvestment Act of 2009 is available at <http://www.fhwa.dot.gov/economicrecovery/index.htm>.

Respondents In a reporting cycle, it is estimated that reports will be received from approximately 70 grant recipients. Respondents include: 50 State Departments of Transportation, the District of Columbia and Puerto Rico, the U.S. territories, the following Federal Land Management Agencies: National Park Service, U.S. Fish and Wildlife, National Forest Service and the Bureau of Indian Affairs, and several

Native American Indian Governments who, by contract, manage their own transportation program. These reports will be submitted through the RADS and reviewed for accuracy by the FHWA Division Offices.

Estimated Average Burden per Response: 5 hours

Estimated Total Annual Burden Hours: Total estimated average annual burden is 4000 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of computer technology, 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.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: October 1, 2012.

Steven Smith,

Chief, Information Technology Division.

[FR Doc. 2012-24801 Filed 10-5-12; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Travis County, TX

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: Pursuant to 40 CFR 1508.22 and 43 TAC § 2.5(e)(2), the FHWA, Texas Department of Transportation (TxDOT), and Central Texas Regional Mobility Authority (Mobility Authority) are issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for a transportation project in Travis County, Texas. The proposed project would improve US 290 from State Loop 1 (SL1 [Mopac]) to Ranch-to-Market Road (RM) 1826, in Travis County, Texas, a distance of approximately 3.6 miles. The EIS will also include improvements to SH 71 from Silvermine Drive to US 290 in Travis County, a distance of approximately 1.2 miles.

FOR FURTHER INFORMATION CONTACT: Mr. Salvador Deocampo, District Engineer,

District A, Federal Highway Administration, Texas Division, 300 East 8th Street, Room 826, Austin, Texas, 78701. Phone: 512-536-5950.

DATES: Public Scoping meetings will be held in fall 2012 and winter 2013 to receive oral and written comments on environmental concerns that should be addressed in the EIS. The public scoping meetings will be held at dates, times and locations to be published in general circulation newspapers in the project area. Comments concerning the scope of the analysis should be received in writing within 30 days following the date of the last scoping meeting to receive full consideration in the development of alternatives.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with TxDOT and the Mobility Authority will prepare an EIS for the proposed improvement of US 290 from State Loop 1 (SL1 [Mopac]) to Ranch-to-Market Road (RM) 1826, in Travis County, Texas, a distance of approximately 3.6 miles. The EIS will also include improvements to SH 71 from Silvermine Drive to US 290 in Travis County, a distance of approximately 1.2 miles. Proposed improvements were originally considered in a Final Environmental Impact Statement (FEIS) covering improvements to SH 71/US 290 from RM 1826 to Farm-to-Market (FM) 973. A Record of Decision (ROD) was issued by FHWA on August 22, 1988. The mid-section of the original project limits, between Joe Tanner Lane and Riverside Drive, has been constructed. Since the issuance of the ROD, changes in adjacent land use, State and Federal listing of the Barton Springs salamander as endangered, changes in funding mechanisms, and public input have resulted in changes in the proposed design concept. A new EIS will be completed to evaluate potential impacts from the proposed improvements. The proposed project limits of the US 290 EIS would extend beyond the limits of the original FEIS to allow for a logical terminus and transition back to existing US 290 at Circle Drive and along SH 71 at Silvermine Drive.

The project is listed in the Capital Area Metropolitan Planning Organization (CAMPO) 2035 Regional Transportation Plan, as amended, as a six-lane tolled freeway from Circle Drive to Joe Tanner Lane and as tolled connector bridges from SH 71 to US 290 W. The proposed action is also included in the CAMPO's fiscal year 2011-2014 Transportation Improvement Program (TIP) as an added capacity, tolled facility and tolled connector bridges from SH 71. The need for the proposed

project stems from corridor congestion causing unreliable traffic operations within the US 290/SH 71 corridor. TxDOT and the Mobility Authority have identified the following issues that the project would address: safety concerns along the corridor, roadway congestion which has been caused by steady population growth in the Austin metropolitan area, system mobility and connectivity, time delay and level of service (LOS; currently at LOS F—unacceptable congestion) within the corridor, and reliable routes for transit and emergency vehicles within the corridor.

In order to address the identified needs and objectives, the purpose of the proposed project is to improve mobility and operational efficiency, facilitate long-term congestion management in the corridor by accommodating the movement of people and goods for multiple modes of travel, and improve safety and emergency response within the corridor. A reasonable number of alignment alternatives will be identified and evaluated in the EIS, as well as the No-build Alternative, based on input from federal, state, and local agencies, as well as private organizations and concerned citizens. Alternative designs and funding alternatives will include tolling options or new managed lanes. In addition, environmental stewardship and sustainability strategies will be developed to address those problems which are not transportation related and may include improved service quality and quality of access to goods and services, safety, improved air quality, noise reduction, improved water quality, protection of habitat and open space, historic preservation, reduced carbon emissions, increased social equity, economic development, and a satisfying quality of life, plus local goals consistent with the overall project purpose and need.

Impacts caused by the construction and operation of the proposed improvements would vary depending on the selection of a build alternative. The EIS will evaluate potential impacts from construction and operation of the proposed roadway including, but not limited to, the following: impacts to residences and businesses, including potential relocation; impacts to parkland; transportation impacts (construction detours, construction traffic, and mobility improvement); air and noise impacts from construction equipment and operation of the roadway; social and economic impacts, including impacts to minority and low-income residences; impacts to historic cultural resources; endangered and threatened species and impacts to