

OST-1995-177) through one of the following methods:

- *Federal eRulemaking Portal*: <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Fax*: 1-202-493-2251.

- *Mail or Hand Delivery*: Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal Holidays.

FOR FURTHER INFORMATION CONTACT:

Barbara Snoden, (202) 366-4834, Office of the Assistant Secretary for Aviation and International Affairs, Office of the Secretary, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2105-0538.

Title: Disclosure of Code Sharing Arrangements and Long-Term Wet Leases.

Type of Review: Renewal of an information collection.

Abstract: Change-of-gauge service is scheduled passenger air transportation for which the operating carrier uses one single flight number even though passengers do not travel in the same aircraft from origin to destination but must change planes at an intermediate stop. In addition to one-flight-to-one-flight change-of-gauge services, change-of-gauge services can also involve aircraft changes between multiple flights on one side of the change point and one single flight on the other side. As with one-for-one change-of-gauge services, the carrier assigns a single flight number for the passenger's entire itinerary even though the passenger changes planes, but in addition, the single flight to or from the exchange point itself has multiple numbers, one for each segment with which it connects and one for the local market in which it operates.

The Department recognizes various public benefits that can flow from change-of-gauge services, such as a lowered likelihood of missed connections. However, although change-of-gauge flights can offer valuable consumer benefits, they can be confusing and misleading unless consumers are given reasonable and timely notice that they will be required to change planes during their journey.

Section 41712 of Title 49 of the U.S. code authorizes the Department to decide if a U.S. air carrier or foreign air carrier or ticket agent (including travel agents) has engaged in unfair or deceptive practices. Under this authority, the Department has adopted

various regulations and policies to prevent unfair or deceptive practices or unfair methods of competition. The Department requires as a matter of policy that customers be given notice of aircraft changes for change-of-gauge flights. (See Department Order 89-1-31, page 5.) The Department proposed to adopt the extant regulations, however, because it was not convinced that these rules and policies resulted in effective disclosure all of the time.

Respondents: All U.S. air carriers, foreign air carriers, computer reservations systems (CRSs), and travel agents doing business in the United States, and the traveling public.

Number of Respondents: 16,000, excluding travelers.

Frequency: At 15 seconds per call and an average of 1.5 calls per trip, a total of 22.5 seconds per respondent or traveler, for the approximately 33% of estimated change-of-gauge itineraries that involve personal contact.

Total Annual Burden: Annual reporting burden for this data collection is estimated at 76,313 hours for all travel agents and airline ticket agents, based on 15 seconds per phone call and an average of 1.5 phone calls per trip, for the approximately 33% of estimated change-of-gauge itineraries that involve personal contact. Most of this data collection (third party notification) is accomplished through highly automated computerized systems.

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 the Department's performance; (b) the accuracy of the estimated burden; (c) ways for the Department 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.

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 July 31, 2012.

Todd M. Homan,

Director, Office of Aviation Analysis.

[FR Doc. 2012-19111 Filed 8-3-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Dane County, WI

AGENCY: Federal Highway Administration (FHWA), DOT.

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

SUMMARY: The purpose of this NOI is to update the notice issued in the **Federal Register**, Vol. 71, No. 112, Monday, June 12, 2006, Notices. The FHWA and WisDOT are updating this notice to advise the public that an Environmental Impact Statement (EIS) is continuing to be prepared for proposed transportation improvements on the United States Highway (US) 51 corridor in the Madison Urban Area, Dane County, Wisconsin. The general location is between U.S. 12/18 (Madison South Beltline Highway) and Wisconsin State Highway (WIS) 19. The EIS is being prepared in conformance with 40 CFR 1500 and FHWA regulations. The NOI is being updated to reflect the current status of the environmental study, changes in contact information, and significant coordination efforts etc that have been completed since the revised NOI was issued in June 2006.

The project was placed on "Hold" by the WisDOT in the Summer of 2010 because it was determined the type and cost of the improvements being considered met the revised definition of a WisDOT "Major Project" requiring approval by the Wisconsin Legislature's Transportation Projects Commission (TPC). In November 2011, the TPC approved the EIS study for the project as part of WisDOT's Majors Program, and efforts to continue with the EIS study were initiated in April 2012. The Project limits, Purpose & Need, and Range of Alternatives being evaluated have not changed.

FOR FURTHER INFORMATION CONTACT:

Johnny Gerbitz, Field Operations Engineer, Federal Highway Administration, 525 Junction Rd, Suite 8000, Madison, Wisconsin, 53717-2157, Telephone: (608) 829-7500. You may also contact Rebecca Burkel, Director, Bureau of Technical Services, Wisconsin Department of Transportation, P.O. Box 7965, Madison, Wisconsin, 53707-7965: Telephone: (608) 516-6336.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem and suitable

communications software from the Government Printing Offices' Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of **Federal Register's** home page at: <http://www.archives.gov> and the Government Printing Offices' database at: <http://www.gpoaccess.gov/nara/index.html>.

Background

The FHWA, in cooperation with the Wisconsin Department of Transportation, is continuing to prepare an Environmental Impact Statement (EIS) on proposed improvements to address safety, operational and capacity concerns on an approximate 11-mile (17-kilometer) portion of U.S. 51 between Terminal Drive/Voges Road (Village of McFarland) and WIS 19 (Village of DeForest) in Dane County. These improvements are being considered to address existing and future transportation demand on U.S. 51 as identified in the 2003 Stoughton Road Needs Assessment Technical Report; safety and operational concerns documented in the 2010 Traffic, Safety and Needs Report; and to identify land which may need to be preserved for future transportation improvements.

FHWA's decision to prepare an EIS is based on the initial environmental assessment that indicates the proposed action is likely to have significant impacts on the environment, including wetlands. The EIS will evaluate the social, economic, and environmental impacts of the alternatives including no build, improvements within the existing highway corridor, and possible improvements on new location.

Information describing the proposed action and soliciting comments has been sent to appropriate Federal, State, and Local agencies, American Indian Tribes, private agencies and organizations, and citizens who have expressed or are known to have an interest in this proposal. Coordination will continue to be solicited through public information meetings, agency coordination meetings, and other meetings with interested parties throughout the environmental analysis process.

During the Needs Assessment activities, coordination was conducted with State and Federal review agencies, and there was extensive coordination with Local Officials. Several ongoing focus group meetings and workshops have been held since 2002. A Policy Advisory Committee (PAC) consisting of neighborhood & business representatives and elected officials has met periodically when their input on new information seems appropriate since the study began in 2002. A

Technical Advisory Committee (TAC) comprised of technical staff from Local, State, and Federal agencies with stakeholder interests has also been actively involved in the development of alternatives and their impacts since 2004. A Pre-Consultation/NEPA 404 Merger Scoping Meeting was held with State and Federal agencies in April 2005. Later, the project Purpose and Need (NEPA/404 Concurrence Point #1) and the Range of Alternatives (NEPA/404 Concurrence Point #2) were also concurred in by State and Federal resource agencies in 2005. The expanded coordination procedures provided under Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) as codified in 23 U.S.C. 139 were implemented in 2007. Opportunities to be a Participating and/or Cooperating Agency and to provide input on the project's Coordination Plan (CP) and Impact Assessment Methodology (IAM) were afforded to all Local, State, and Federal agencies and American Indian Tribes with interest in the project area. Public input was obtained on the draft project CP and IAM plan at the October 2007 Public Information Meeting (PIM). The completed project CP and IAM plan was issued in October 2008. A follow-up Agency Coordination Meeting and PIM are planned for 2012 in order to update all interested parties on the current status of the EIS study and the issuance of an updated CP and IAM plan.

Two PIMs were held in 2006 and 2007 before the project was placed on "hold" by the WisDOT. At least two additional PIMs are planned while the Draft EIS is being written in order to update the public on the current status of the EIS study and to obtain additional public input. Following completion and publishing of the Draft EIS, a Public Hearing will be held to address the impacts of each alternative. Public notices will be given announcing the time and place of the meetings, and the Draft EIS will be available for public and agency review and comment prior to the Public Hearing. After the Draft EIS is circulated for comment, and comments from the Public Hearing are evaluated, the State and Federal resource agencies will be asked to concur in the Preferred Alternative selected by WisDOT (NEPA/404 Concurrence Point #3). Information on the Preferred Alternative, anticipated impacts, and proposed mitigation measures are also be planned to be shared with the public at another PIM before the Final EIS is published and distributed. Any additional substantive

comments received on the Final EIS will be addressed in the Record of Decision (ROD).

This study shall comply with Title VI of the Civil Rights Act and of Executive Order 12898, which prohibits discrimination on the basis of race, color, age, sex, or country of national origin in the implementation of this action. To ensure that the full range of issues related to this proposed action is addressed, and all substantive issues are identified, comments and suggestions are invited from all interested parties.

In order to ensure that the full range of issues related to this proposed action is addressed, and all substantive issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the draft EIS should be directed to FHWA or the Wisconsin Department of Transportation at the addresses provided under the heading **FOR FURTHER INFORMATION CONTACT**.

(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).

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: August 1, 2012.

Johnny M. Gerbitz,

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

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA-2012-0162]

Qualification of Drivers; Exemption Applications; Diabetes Mellitus

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to exempt 17 individuals from its rule prohibiting persons with insulin-treated diabetes mellitus (ITDM) from operating commercial motor vehicles (CMVs) in interstate commerce. The exemptions will enable these individuals to operate CMVs in interstate commerce.

DATES: The exemptions are effective August 6, 2012. The exemptions expire on August 6, 2014.