

DATES: By this notice, the FHWA is advising the public of final actions subject to 23 U.S.C. 139(1)(1). A claim seeking judicial review of the Federal agency actions taken on the highway project will be barred unless the claim is filed on or before November 21, 2012. If the Federal law that authorizes judicial review of the a claim provides a time period of less than 180 for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For FHWA: Mr. Anthony Goodman, Environmental Specialist, Federal Highway Administration, Kentucky Division; 330 West Broadway, Frankfort, Kentucky, 40601; normal business hours Monday–Friday, 8 a.m.–4:30 p.m. Eastern Standard Time; Phone 502–223–6742, Email

Anthony.Goodman@dot.gov. For KYTC: Mr. David Waldner, P.E., Director, Division of Environmental Analysis, Kentucky Transportation Cabinet; 200 Mero Street, 5th Floor, Frankfort, Kentucky 40622; regular business hours Monday–Friday, 8 a.m.–4:30 p.m. Eastern Standard Time; Phone 502–564–5655, Email: *David.Waldner@ky.gov*.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FHWA has taken final agency actions subject to 23 U.S.C. 139(0)(1) by issuing licenses, permits, and approvals for the following highway project in the State of Kentucky: The U.S. 60 Capacity and Safety Improvement project involves widening U.S. 60 to the north of the existing roadway between Morganfield and KY 141 (South) in Waverly, a bypass around the south side of Waverly and widening U.S. 60 between Waverly and Highland Creek. At the Highland Creek crossing the project extends northeast on new alignment bypassing Corydon to the west, reconnecting with existing U.S. 60 to widen the remaining 3.7 miles terminating at KY 425, the Henderson Bypass. The roadway will be four lanes with a forty foot depressed grass median with twelve foot outside shoulders and six foot inside shoulders. The purpose of the project is to meet the transportation demands and capacity needs necessary to make the U.S. 60 highway corridor in the area function effectively, and to address safety concerns. The study area is between the cities of Morganfield and Henderson, in Union and Henderson Counties, and U.S. 60 is the only major east-west corridor in this portion of the state.

The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Finding of No Significant Impact (FONSI) for the project, approved on April 9, 2012

(FHWA) and March 22, 2012 (KYTC); and in other documents in the FHWA project records. The Environmental Assessment and FONSI, and other project records are available by contacting FHWA or KYTC at the addresses provided above.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to the following:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109 and 23 U.S.C. 128]; Public Hearing [23 U.S.C. 128].

2. Air: Clean Air Act [42 U.S.C. 7401–7671(q)].

3. Wildlife: Endangered Species Act [16 U.S.C. 1531–1544].

4. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–470(11)]; Archeological and Historic Preservation Act [16 U.S.C. 469469(c)].

5. Land: Section 4(f) of The Department of Transportation Act: 23 U.S.C. 138, 49 U.S.C. 303; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].

6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 *et seq.*, Pub. L. 91–646) as amended by the Uniform Relocation Act Amendments of 1987 (Pub. L. 100–17); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, February 11, 1994.

(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; 23 CFR 771.123; 49 CFR 1.48

Issued on: May 22, 2012.

John D. Ballantyne,

Program Delivery Team Leader, Federal Highway Administration.

Frankfort, Kentucky

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Availability of the Finding of No Significant Impact: Union and Henderson Counties, KY

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of availability (NOA).

SUMMARY: In accordance with the National Environmental Policy Act and Federal Highway Administration procedures, the FHWA announces the availability of the Finding of No Significant Impact (FONSI) to implement the US 60 Capacity and Safety Improvement Project between Morganfield and Henderson in Union and Henderson Counties, Kentucky. The Division Administrator, FHWA-Kentucky Division signed the FONSI on April 9, 2012.

ADDRESSES: The FHWA FONSI for the US 60 Capacity and Safety Improvement project can be viewed at or copies requested from the Kentucky Transportation Cabinet District 2 office located at 1840 North Main Street Madisonville, KY 42431–5003.

FOR FURTHER INFORMATION CONTACT:

Address all comments concerning this notice to Anthony Goodman of the FHWA Kentucky Division at (502) 223–6720 or via email at *Anthony.Goodman@dot.gov*. For additional information, contact Everett Green, P.E., Project Manager for the Kentucky Transportation Cabinet, at (270) 824–7080 or via email at *Everett.Green@ky.gov*.

SUPPLEMENTARY INFORMATION: The US 60 Capacity and Safety Improvement project FONSI was developed following the preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA) and solicitation of comment from both the public and interested local, state and federal agencies. The decision is hereby made to implement the project that involves widening US 60 to the north of the existing roadway between Morganfield and KY 141 (South) in Waverly, a bypass around the south side of Waverly and widening US 60 between Waverly and Highland Creek. At the Highland Creek crossing the project extends northeast on new alignment bypassing Corydon to the west, reconnecting with existing US 60 to widen the remaining 3.7 miles terminating at KY 425, the Henderson Bypass. The roadway will be four lanes with a forty foot depressed grass median with twelve foot outside shoulders and six foot inside shoulders. The purpose

of the project is to meet the transportation demands and capacity needs necessary to make the US 60 highway corridor in the area function effectively, and to address safety concerns. The study area is between the cities of Morganfield and Henderson, in Union and Henderson Counties, and US 60 is the only major east-west corridor in this portion of the state.

Section 106 coordination resulted in a Section 106 Memorandum of Agreement to address mitigation for historic resources. The project results in a Section 4(f) impact; replacement of the historic US 60 bridge over Highland Creek. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the EA, FONSI, and other supporting documents.

Authority: 23 U.S.C. 315; 23 CFR 771.123; 49 CFR 1.48

Issued on: May 22, 2012.

John Ballantyne,

Program Delivery Team Leader, Federal Highway Administration Frankfort, Kentucky.
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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Innovative Transit Workforce Development Program

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of funding availability (NOFA) for innovative workforce development program.

SUMMARY: The Federal Transit Administration (FTA) is publishing a Notice of Funding Availability (NOFA) for the Innovative Workforce Development Program. This NOFA seeks proposals that promote diverse and innovative successful workforce development models and programs. FTA has budgeted approximately \$5,000,000 for providing support of these efforts.

DATES: Complete proposals must be submitted to <http://www.grants.gov> no later than 11:59 p.m. EDT, July 6, 2012.

ADDRESSES: All proposals must be submitted electronically via <http://www.grants.gov>. Prospective applicants are advised to initiate the process by registering on this site immediately to ensure the completion of the application process prior to the submission deadline.

FOR FURTHER INFORMATION CONTACT:

Betty Jackson, FTA Office of Research and Innovation, 1200 New Jersey Avenue SE., Washington, DC 20590. Phone: (202) 366-1730. Email: Betty.Jackson@dot.gov. TDD service is available via 1-800-877-8339 (TDD/FIRS).

SUPPLEMENTARY INFORMATION:

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I. Background and Objectives

FTA's workforce development activities are authorized by 49 U.S.C. 5322, Human Resource Programs. The Innovative Transit Workforce Development Program is intended to exercise this authority by providing funding to transit agencies and other entities with innovative solutions to pressing workforce development issues.

Supporting a highly-skilled transit workforce is critical to maintaining a competitive and efficient public transportation system. As public transportation enjoys a resurgence in the United States and investments continue in the physical capital of the nation's transit systems, it is essential to build and maintain human capital as well.

Type of Workforce Development Activity

FTA will accept applications that target one or more the following areas in the lifecycle of the transit workforce:

- (1) Pre-employment training/preparation
- (2) Recruitment and hiring
- (3) Incumbent worker training and retention
- (4) Succession planning/phased retirement

Project Focus

All workforce development activities that focus on these activity areas in the

lifecycle of the transit workforce are eligible.

FTA is soliciting applications which cover a wide range of workforce activities—however, the following areas are of particular interest and focus:

(a) Projects or programs that demonstrate innovative methods of leveraging investments in public transportation infrastructure to generate positive impacts in local employment, particularly in underserved communities.

(b) Innovative projects or programs that support the training/professional development needs of blue-collar operations and maintenance workers, particularly in the area of new and emerging technologies.

(c) Projects that support or showcase innovative methods of encouraging youth to pursue careers in public transportation.

Competitive proposals will support products and approaches that improve the state of the practice in workforce development.

Funding can be used for new workforce ideas and programs or to augment an existing workforce effort. While either type of effort will be considered, programs or approaches with an existing track record of success are likely to receive significant consideration.

Proposals *must* describe the final project deliverable(s) and how they will improve the state of the practice. Final products and project deliverables will be made available at no cost to FTA and other parties at the project's close.

II. Award Information

A. Award Amount

FTA has budgeted approximately \$5,000,000 for the program in its second iteration of the program. Future funding will depend on Congressional appropriation. Proposals must have a minimum threshold of \$100,000 and a maximum of \$1,000,000. FTA reserves the right to change this amount based on the quantity and quality of applications submitted under this Request for applications (RFA). FTA may choose to fund programs for less than the proposed amount. Applicants are encouraged to submit proposals for projects at the appropriate funding level for the project, recognizing that FTA's contributions will be limited according to the funding range specified above.

B. Period of Performance

The period of performance will be up to 18 months from the date of execution of the grant documents. This performance period includes all