

respective projects. Within the limits of and adjacent to the study area, there are biological resources, cultural resources, agricultural lands, cross-border concerns, and potential growth issues.

In addition to the no action alternative, there are alternatives for two proposed corridors to two POE locations under consideration.

Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A public scoping meeting will be held at an appropriate location in or near Otay Mesa in June 2007. In addition, a public hearing will be held. Public notice will be given of the time and place of the meeting and hearing. The draft PEIS will be available for public and agency review prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the PEIS should be directed to FHWA and/or Caltrans at the addresses provided above. The views of the agencies having knowledge about the historic resources potentially affected by the proposal or interested in the effects of the project on historic properties are solicited.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of federal programs and activities apply to this program.)

Issued on: April 23, 2007.

Steve Healow,

Project Development Engineer, Federal Highway Administration, Sacramento, California.

[FR Doc. E7-8444 Filed 5-1-07; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

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

TIME AND DATE: May 21, 2007, 11 a.m. to 2 p.m., Eastern Daylight Time.

PLACE: This meeting will take place telephonically. Any interested person may call Mr. Avelino Gutierrez at (505)

827-4565 to receive the toll free number and pass code needed to participate in this meeting by telephone.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Dated: April 25, 2007.

William A. Quade,

Acting Associate Administrator for Enforcement and Program Delivery.

[FR Doc. 07-2181 Filed 4-30-07; 12:49 pm]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Limitation on Claims Against Proposed Public Transportation Projects

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Limitation on Claims.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for public transportation projects in the following metropolitan areas: Eugene, Oregon; Fort Myers, Florida; Houston, Texas; and New York, New York. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject projects and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to Title 23, United States Code (U.S.C.), section 139(l). A claim seeking judicial review of the FTA actions announced herein for the listed public transportation projects will be barred unless the claim is filed on or before October 29, 2007.

FOR FURTHER INFORMATION CONTACT: Joseph Ossi, Environmental Protection Specialist, Office of Planning and Environment, 202-366-1613, or Christopher Van Wyk, Office of Chief Counsel, 202-366-1733. FTA is located at 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 9 a.m. to 5:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation projects listed below. The actions on these projects, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the National Environmental Policy Act (NEPA), and in other documents in the FTA administrative record for the project. The final agency environmental decision documents—Records of Decision (ROD) or Findings of No Significant Impact (FONSI)—for the listed projects are available online at <http://www.fta.dot.gov/planning/environment/planning—environment—documents.html> or may be obtained by contacting the FTA Regional Office for the metropolitan area where the project is located. Contact information for the FTA Regional Offices may be found at <http://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed projects as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, the National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4375], Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303], Section 106 of the National Historic Preservation Act [16 U.S.C. 470f], and the Clean Air Act [42 U.S.C. 7401-7671q].

The projects and actions that are the subject of this notice are:

1. *Project name and location:* Bus Rapid Transit System Improvements for the Pioneer Parkway Corridor; Eugene, Oregon. *Project sponsor:* Lane Transit District (LTD). *Project description:* The Pioneer Parkway bus rapid transit (BRT) project consists of construction of 5.2 miles of exclusive transit lanes and 14 transit stations. The southern part of the project alignment would follow Pioneer Parkway, utilizing portions of an abandoned railroad right-of-way. The existing pedestrian and bicycle path in this corridor will be maintained. Along the northern loop, a single lane will be located in the median of Martin Luther King Jr. Parkway. On RiverBend Drive and International Way, the BRT buses will operate in the median. On Gateway Street and Harlow Road, the BRT buses will operate in mixed traffic. *Final agency actions:* FONSI issued on December 22, 2006; Section 106 Finding of No Adverse Effect; project-level Air Quality Conformity determination. *Supporting documentation:* Environmental Assessment: Bus Rapid Transit System Improvements for the

Pioneer Parkway Corridor issued in September 2006.

2. *Project name and location:* LeeTran Transit Facility; Fort Myers, Florida. *Project sponsor:* Lee County Transit (LeeTran). *Project description:* The project is the construction of a new transit facility for LeeTran, which would house administrative functions, service operations, and bus maintenance functions and facilities. The facility would also accommodate passenger transfers and a customer service area. *Final agency actions:* FONSI issued on August 31, 2006; Section 106 Finding of No Historic Property Affected. *Supporting documentation:* Final Environmental Assessment: LeeTran Transit Facility, July 2006.

3. *Project name and location:* METRO Intermodal Terminal; Houston, Texas. *Project sponsor:* Metropolitan Transit Authority of Harris County (METRO). *Project description:* The project is the construction of a multimodal, multi-use, multi-story transit facility adjacent to the Near Northside neighborhood of downtown Houston. It will act as a major transit hub for the area, enabling transit riders to transfer easily between the different modes of transit. The facility will house passenger waiting and transfer facilities; bicycle storage facilities; and passenger and driver amenities, including parking, public restrooms, and retail space. *Final agency action:* FONSI issued on January 10, 2007; Section 4(f) finding; Section 106 Memorandum of Agreement. *Supporting documentation:* Final Environmental Assessment: Intermodal Terminal, December 2006.

4. *Project name and location:* North Corridor Fixed Guideway Transit Project; Houston, Texas. *Project name and sponsor:* Metropolitan Transit Authority of Harris County (METRO). *Project description:* The project is the construction of approximately 5.5 miles of fixed guideway transit consisting of: (1) An extension of the existing light rail transit (LRT) Red line from the University of Houston-Downtown Station to the new Burnett Station following the North Main Street right-of-way; and (2) from the Burnett Station, a new Bus Rapid Transit (BRT) line, proceeding north on North Main Street in mixed flow traffic for 0.3 mile and then entering an exclusive guideway in the middle of North Main Street. The BRT line will continue north in the North Main Street right-of-way to Boundary Street, where it will turn east and follow Boundary Street to Fulton Street. At Fulton Street, the BRT Line will turn north and proceed to Northline Mall. The project includes six at-grade transit stations and one elevated station

at Burnett Street. *Final agency actions:* ROD issued on February 2, 2007; Section 4(f) finding; Section 106 Memorandum of Agreement; project-level Air Quality Conformity determination. *Supporting documentation:* North Corridor Fixed Guideway Project: Final Environmental Impact Statement issued on December 29, 2006.

5. *Project name and location:* Southeast Corridor Fixed Guideway Transit Project; Houston, Texas. *Project sponsor:* Metropolitan Transit Authority of Harris County (METRO). *Project description:* The project is the construction of a Bus Rapid Transit (BRT) line that will operate between downtown Houston and a terminus on Griggs Road at Beekman Road east of Martin Luther King Boulevard, a distance of approximately 6 miles. The BRT line will connect downtown Houston with the universities area including Texas Southern University and the University of Houston, and the Palm Center. The BRT service will operate in diamond lanes in downtown from Louisiana to Polk Street and in exclusive transit lanes on Scott Street, Wheeler Street, Martin Luther King Boulevard, and Griggs Road to the terminus at Beekman Road. The project includes 11 BRT stations. *Final agency actions:* ROD issued on February 6, 2007; Section 4(f) finding; Section 4(f) *de minimis* impact finding; Section 106 Memorandum of Agreement; project-level Air Quality Conformity determination. *Supporting documentation:* Southeast Corridor Fixed Guideway Project: Final Environmental Impact Statement issued on January 5, 2007.

6. *Project name and location:* World Trade Center Vehicular Security Center and Tour Bus Parking Facility; New York, New York. *Project name and sponsor:* Port Authority of New York and New Jersey. *Project description:* The World Trade Center (WTC) Vehicular Security Center and Tour Bus Parking Facility to be constructed at Ground Zero in Lower Manhattan will provide security precautions to protect new public investments at the WTC site. The project will also include a subsurface parking facility to serve tour buses bringing visitors to the memorial at the WTC site. The security center will provide off-street screening of buses, trucks, and automobiles entering the WTC site. The visible security location will lend a level of protection against threats to the WTC site. The project will also allow delivery truck access to subgrade loading areas for Towers 3, 4, and 5 on the WTC site. The project will be built on 4 levels. The entrance/exit

will be located on the south side of Liberty Street between Route 9A and Greenwich Street. The roof of the facility will be at street-level and will be the base of the future Liberty Park and St. Nicholas Church. The security center will be located underground on the B1 level. Once vehicles have been properly screened, those that comply with security standards will be directed to a common ramp structure. The vehicles that do not meet the requirements of the security screen will be exited onto Liberty Street. Authorized trucks, buses, and automobiles will continue downward through the B2 level to the B3 level of the WTC site. The B3 level will include a consolidated loading area beneath Towers 3 and 4 as well as tour bus parking. The project will also include ancillary facilities and systems, such as employee spaces, mechanical rooms, emergency egress, and ventilation structures. *Final agency actions:* FONSI issued on January 26, 2007; Section 4(f) finding; Section 106 Memorandum of Agreement. *Supporting documentation:* Environmental Assessment: WTC Vehicular Security Center and Tour Bus Parking Facility, November 2006.

7. *Project name and location:* Long Island Rail Road East Side Access—50th Street Facility; New York, New York. *Project sponsors:* Metropolitan Transportation Authority, Long Island Rail Road (LIRR). *Project description:* The project is a new above-ground structure on East 50th Street housing the ventilation equipment, ventilation shafts and openings, emergency generators, and a loading dock for the LIRR East Side Access (ESA) project. The facility is a modification of the original design of the LIRR ESA project presented in its Final Environmental Impact Statement of March 16, 2001. A new building replacing the existing buildings at the project site will house the ventilation facility, loading docks, and freight elevators. The sub-basements below the new surface structure will connect to the new LIRR concourse and tunnels that are part of the ESA project. At street level, an area of open space and a through drive from 49th Street to 50th Street are included in the design. The project also includes, on an adjacent building, a cooling tower and a chase to house conduits and pipes. *Final agency actions:* FONSI issued on July 27, 2006; Section 106 Amended Programmatic Agreement. *Supporting documentation:* Revised Supplemental Environmental Assessment, LIRR East Side Access 50th Street Facility, April 2006.

Issued on: April 25, 2007.

Susan Borinsky,

Associate Administrator for Planning and Environment, Washington, DC.

[FR Doc. E7-8446 Filed 5-1-07; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-6 (Sub-No. 455X)]

BNSF Railway Company— Abandonment Exemption—in Stearns County, MN

BNSF Railway Company (BNSF) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 0.79-mile line of railroad between milepost 16.21 and milepost 17.00, near Cold Spring, in Stearns County, MN. The line traverses United States Postal Service Zip Code 56320.

BNSF has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements of 49 CFR 1105.7 (environmental report), 49 CFR 1105.8 (historic report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on June 6, 2007, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-*

formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by May 17, 2007. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28³ must be filed by May 29, 2007, with: Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to BNSF's representative; Sidney L. Strickland, Jr., Sidney Strickland and Associates, PLLC, 3050 K Street, NW., Suite 101, Washington, DC 20007.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

BNSF has filed environmental and historic reports which address the effects, if any, of the abandonment on the environment and historic resources. SEA will issue an environmental assessment (EA) by May 11, 2007.

Interested persons may obtain a copy of the EA by writing to SEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 245-0305.

[Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.] Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), BNSF shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by BNSF's filing of a notice of consummation by May 7, 2008, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: April 26, 2007.

of-Service Rail Lines, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each OFA must be accompanied by the filing fee, which currently is set at \$1,300. See 49 CFR 1002.2(f)(25).

³ On November 27, 2006, the Minnesota Department of Transportation filed a request for trail use/rail banking and for a public use condition. These requests will be handled in a subsequent decision.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. E7-8352 Filed 5-1-07; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-290 (Sub-No. 287X)]

Norfolk Southern Railway Company— Abandonment Exemption—in Brunswick County, VA

Norfolk Southern Railway Company (NSR) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 5.00-mile line of railroad between mileposts FD 90.20 and FD 95.20, in Lawrenceville, Brunswick County, VA. The line traverses United States Postal Service Zip Code 23868 and includes the former station of Lawrenceville.

NSR has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements of 49 CFR 1105.7 (environmental report), 49 CFR 1105.8 (historic report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on June 1, 2007, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent

Continued