

The following is the text of a letter that the City of Mission submitted on November 2, 2009, to the Department, providing its initial input to this review process.

Begin text.

My letter today is in response to a teleconference held on October 20 between yourself and persons representing various interests of the City of Mission concerning the status update, requested by the Department of State on the Presidential Permit issued to the City of Mission in 1978 for the construction of an international vehicular and railroad bridge.

Our City has actively pursued over the last several years progress on the Mission International Bridge. We have built partnerships with stakeholders, pursued funding options, and identified future strategies. Following is a summary of the recent activities we have undertaken:

- Developed and submitted a Congressional Appropriations Request for a study to support the Railroad Bridge Project.

- A Project Engineer—L&G Engineers of Mercedes to conduct a feasibility study for the rail bridge has been identified.

- The Governor of Tamp., the city officials of Reynosa, Tamp, and Ramiro Garza Cantu, Owner of Grupo San Juan, have been contacted. These entities will be submitting letters of support within the next thirty days. We will forward them as soon as we receive them.

- Hidalgo County Officials as well as the County's Railroad District have been contacted and are supporting the Rail Project. In fact the County Railroad District has plans for additional Rail Systems within and outside the County to support the project. Public and private local and regional entities will also be submitting letters of support for this project.

- City Officials along with the Mission Economic Development Corporation have met with the Kansas City Rail Systems in Kansas City to discuss not only the new Railroad Bridge in Mission but also the North-South Rail running out of the Valley and connecting with the Kansas City System owned by the Texas-Mexico Railways.

The local international port of entry projects currently in process include the Anzalduas International Bridge and the Donna International Bridge. The Anzalduas Bridge is scheduled to open in December 2009 for vehicular traffic and the Donna International Bridge Project is still under construction with a yet to be defined completion date. It is important to note that neither bridge has a railroad bridge permit and that in

fact Mission Bridge is the only permitted Railroad Bridge from Brownsville to Laredo and beyond. It is critical to the continued economic growth of South Texas including in particular Cameron, Hidalgo, and Starr Counties and the U.S. economy as a whole to have railroad access for the transport of goods across the Mexico-Texas border. It is also important to alleviate congestion at the Texas Mexico Railroad Bridge in Laredo and the B&M Rail Bridge in Brownsville.

Our City as mentioned above has contacted Eugenio Hernandez Flores, Governor of the State of Tamaulipas, the city officials of Reynosa, Tamp., as well as Ramiro Garza Cantu, Owner of Grupo San Juan, a business conglomerate that deals with urban development, industrial parks, agriculture, cattle and energy businesses. Grupo San Juan presently owns 16,000 acres across the Mission Permitted Crossing Site. They have all expressed interest. These entities have all shown support for the Mission Railroad Bridge Project. These entities will be submitting letters of support within the next thirty days. We will forward them as soon as we receive them.

The Governor is interested in a new rail connection for the State of Tamaulipas and is aware of the potential of the Madero site. Mr. Garza Cantu and I have visited on numerous occasions about the potential of connecting rail to his existing and sizeable industrial parks, which are home to a large number of maquiladoras employing thousands in Reynosa. The Anzalduas International Bridge, which does not allow rail, empties into Mr. Garza Cantu's Villa Florida Industrial Park, but he recognizes that any rail that may connect to the U.S. side would need to be coordinated with our Mission/Madero permitted site. The Mission/Madero site affords both vehicular and rail capacity as a possibility for the continued growth of his master plan and the west side of Reynosa.

As I enter my twelfth year of service as Mayor of the City of Mission, I take satisfaction in knowing that the Anzalduas crossing will soon be open and my attention is again focused on a Mission International Bridge which was my top priority as I began my tenure as Mayor in 1998. With the dynamic growth in our region both in the United States and Mexico, I am confident that the Mission/Madero permitted site continues to be in the interest of both countries.

Respectfully, Norberto "Beto" Salinas, Mayor.

Dated: December 4, 2009.

Alex Lee,

Director, Office of Mexican Affairs,  
Department of State.

[FR Doc. E9-29344 Filed 12-8-09; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Final Federal Agency Actions on Proposed Highway in California

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Limitation on Claims for Judicial Review of Actions by the California Department of Transportation (Caltrans), pursuant to 23 U.S.C. 327.

**SUMMARY:** The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed highway project, the State Route 160 Antioch Bridge Seismic Retrofit Project, with end points in the city of Antioch in Contra Costa County, and on Sherman Island in Sacramento County, State of California. Those actions grant licenses, permits, and approvals for the project.

**DATES:** By this notice, the FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before June 7, 2010. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** For Caltrans: Melanie Brent, Chief, Office of Environmental Analysis, 510-286-5231, [melanie\\_brent@dot.ca.gov](mailto:melanie_brent@dot.ca.gov).

**SUPPLEMENTARY INFORMATION:** Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that the Caltrans has taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the Antioch Bridge Seismic Retrofit Project with end points in the city of Antioch in Contra Costa County, and on Sherman Island in Sacramento County, State of California. The project adds additional bracing and isolation bearings and makes other improvements to the approximately 1.8

mile concrete structure, which spans the Sacramento River. The purpose of the project is to increase the ability of the bridge to withstand a major earthquake. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Environmental Assessment (EA) for the project, approved on 2 September 2009, in the Finding of No Significant Impact (FONSI) issued on 2 September 2009, and in other documents in the FHWA project records. The EA, FONSI, and other project records are available by contacting Caltrans at the addresses provided above. The Caltrans EA and FONSI can be viewed and downloaded from the project Web site at <http://www.dot.ca.gov/dist4/documents/antioch/antiochbridgeseismicretrofitprojectfinalenvironmentaldocument.pdf>.

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:

1. *General*: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal Aid-Highway Act [23 U.S.C. 109].
2. *Land*: Landscape and Scenic Enhancement (Wildflowers) [23 U.S.C. 219].
3. *Air*: Clean Air Act 42 U.S.C. 7401–7671(q).
4. *Wildlife*: Endangered Species Act [16 U.S.C. 1531–1544 and section 1536], Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)], Migratory Bird Treaty Act [16 U.S.C. 703–712].
5. *Historic and Cultural Resources*: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(aa)–11]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)].
6. *Social and Economic*: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].
7. *Hazardous Materials*: Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 U.S.C. 9601–9675; Superfund Amendments and Reauthorization Act of 1986 (SARA); Resource Conservation and Recovery Act (RCRA), 42 U.S.C. 6901–6992 (k).
8. *Executive Orders*: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income

Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

(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. 139(j)(1).

Issued on: December 2, 2009.

**Karen A. Bobo,**

*Director, Local Programs, Federal Highway Administration, Sacramento, California.*

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**BILLING CODE 4910-RY-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Final Federal Agency Actions on Proposed Highway in California

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Limitation on Claims for Judicial Review of Actions by the California Department of Transportation (Caltrans), pursuant to 23 U.S.C. 327.

**SUMMARY:** The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans that are final within the meaning of 23 U.S.C. 39(j)(1). The actions relate to a proposed highway project, the Interstate 80 Eastbound Truck Scales Relocation Project, in Cordelia in Solano County, State of California. Those actions grant licenses, permits, and approvals for the project.

**DATES:** By this notice, the FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23 U.S.C. 139(j)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before June 7, 2010. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** For Caltrans: Melanie Brent, Chief, Office of Environmental Analysis, 510–286–5231, [melanie\\_brent@dot.ca.gov](mailto:melanie_brent@dot.ca.gov).

**SUPPLEMENTARY INFORMATION:** Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and

the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that the Caltrans has taken final agency actions subject to 23 U.S.C. 139(j)(1) by issuing licenses, permits, and approvals for the following highway project in the State of California: Interstate 80 (I–80) Eastbound Truck Scales Relocation Project in Cordelia in Solano County, State of California. The project constructs a larger truck scale facility approximately 2,500 feet to the east of the current facility. Associated on- and off-ramps would be constructed, and, upon completion of the project, the existing facility would be demolished. The purpose of the project is to reduce congestion in that section of I–80 and to increase the efficiency of truck weighing and inspection operations. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Environmental Assessment (EA) for the project, approved on 16 October 2009, in the Finding of No Significant Impact (FONSI) issued on 16 October 2009, and in other documents in the FHWA project records. The EA, FONSI, and other project records are available by contacting Caltrans at the addresses provided above. The Caltrans EA and FONSI can be viewed and downloaded from the project Web site at <http://www.sta.dst.ca.us/projects-truckscales.html>.

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:

1. *General*: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal Aid-Highway Act [23 U.S.C. 109].
2. *Land*: Landscape and Scenic Enhancement (Wildflowers) [23 U.S.C. 219].
3. *Air*: Clean Air Act 42 U.S.C. 7401–7671(q).
4. *Wildlife*: Endangered Species Act [16 U.S.C. 1531–1544 and section 1536], Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)], Migratory Bird Treaty Act [16 U.S.C. 703–712].
5. Section 4(f) of the U.S. Department of Transportation Act of 1966 [49 U.S.C. 303].
6. *Historic and Cultural Resources*: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(aa)–11]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave