

APPENDIX E  
AGENCY CORRESPONDENCE

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APPENDIX E1  
NOTICES OF INTENT AND AVAILABILITY

<b>Date</b>	<b>Reference</b>	<b>Publication</b>
June 5, 2001	Notice of Intent to Prepare EIS	<i>Federal Register</i> , Vol. 66, No. 108
June 11, 2001	Notice of Availability of Scoping Document for EIS	<i>Minnesota Environmental Quality Board Monitor</i> , Vol. 25, No. 12
February 25, 2008	Notice of Intent to Prepare SDEIS	<i>Federal Register</i> , Vol. 73, No. 37
February 25, 2008	SDEIS Preparation Notice	<i>Minnesota Environmental Quality Board Monitor</i> , Vol. 32, No. 4
July 11, 2008	Notice of Availability of SDEIS	<i>Federal Register</i> , Vol. 73, No. 134
July 14, 2008	Notice of Availability of SDEIS	<i>Minnesota Environmental Quality Board Monitor</i> , Vol. 32, No. 14

Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before July 5, 2001.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Arthur Winder, Project Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 22016.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Bryan O. Elliott, Director of Aviation, of the Charlottesville-Albemarle Airport Authority at the following address: Charlottesville-Albemarle Airport, 201 Bowen Loop, Charlottesville, Virginia 22901.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Charlottesville-Albemarle Airport Authority under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Arthur Winder, Program Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 22016, (703) 661-1363. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Charlottesville-Albemarle Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 10, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by Charlottesville-Albemarle Airport Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 15, 2001.

The following is a brief overview of the application.

**PFC Application No.:** 01-14-C-00-CHO.

**Level of the proposed PFC:** \$3.00.

**Proposed charge effective date:** July 1, 2004.

**Proposed charge expiration date:** January 1, 2005.

**Total estimated PFC revenue:** \$220,000.

**Brief description of proposed project(s):**

Extend Runway 3 Safety Area, Phase III (Impose & Use)

**PFC Project Administration Fees (Impose & Use)**

**Air Carrier Terminal Refurbishment (Design) Phase II (Impose & Use)**  
**Acquire Snow Removal Equipment Carrier Vehicle (Impose & Use)**

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Air Taxi/Commercial Operators filing FAA Form 1800-31 and foreign air carriers.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports Office located at: Federal Aviation Administration, Airports Division, AEA-610, 1 Aviation Plaza, Jamaica, NY 11434-4809.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Charlottesville-Albemarle Airport.

Issued in Dulles, Va. 22016, May 24, 2001.

Terry J. Page,

Manager, Washington Airports District Office.

[FR Doc. 01-14109 Filed 6-4-01; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Environmental Impact Statement on the Central Corridor Project Located Between Minneapolis and St. Paul, Minnesota

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of Intent to prepare an environmental impact statement.

**SUMMARY:** The Federal Transit Administration (FTA) is issuing this notice to advise interested agencies and the public that, in accordance with the National Environmental Policy Act, an Environmental Impact Statement (EIS) is being prepared for the Central Corridor Transit Project located between Minneapolis and St. Paul, Minnesota.

**DATES:** One Interagency Scoping Meeting and two Public Scoping Meetings will be held on the following dates and times at the locations indicated.

#### Interagency Scoping Meeting

Tuesday, June 26, 2001, from 2:00 p.m. to 4:00 p.m., Sheraton Midway, 400 North Hamline Avenue, St. Paul, Minnesota 55104.

#### Public Scoping Meetings

Tuesday, June 26, 2001, 8:00 a.m. to 9:30 a.m., Sheraton Midway, 400

North Hamline Avenue, St. Paul, Minnesota 55104

Tuesday, June 26, 2001, 5:00 p.m. to 8:00 p.m., Lifetrack Resources Job Search Center, 709 University Avenue West, St. Paul, Minnesota 55104

Wednesday, June 27, 2001, 5:00 p.m. to 8:00 p.m., Radisson Metrodome, 615 Washington Avenue SE., Minneapolis, Minnesota 55414

**ADDRESSES:** Written comments on the scope of the analysis and impacts to be considered should be sent by July 20, 2001 to: Mr. Steve Morris, Project Manager, Ramsey County Regional Railroad Authority (RCRRA), 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102, Telephone: (651) 266-2784, Fax: (651) 266-2761, E-mail: steve.morris@co.ramsey.mn.us, TDD: 1 800 627-3529.

**FOR FURTHER INFORMATION CONTACT:** Mr. Joel P. Ettinger, Regional Administrator, Federal Transit Administration (FTA), Region V, 200 West Adams Street, Suite 2410, Chicago, Illinois 60606, Telephone: (312) 353-2789.

**SUPPLEMENTARY INFORMATION:** The FTA (the federal lead agency for this action) in cooperation with the Ramsey County Regional Railroad Authority (RCRRA), the local lead agency, will prepare an Environmental Impact Statement (EIS) for the Central Corridor Transit Project.

#### I. Scoping

The FTA and the RCRRA invite interested individuals, organizations and federal, state and local agencies to participate in: defining the options to be evaluated in the EIS; in identifying the social, economic and environmental impacts to be evaluated; and suggesting alternative options that are less costly or have fewer environmental impacts while achieving similar transportation objectives. An information packet, referred to as the Scoping Booklet is being circulated to all federal, state and local agencies having jurisdiction in the project, and all interested parties currently on the RCRRA mailing list. Other interested parties may request this Scoping Booklet by contacting Steve Morris at the address indicated above.

Three Public Scoping Meetings will be held in the study area. The first will be held from 8:00 to 9:30 a.m. on Tuesday, June 26, 2001, at the Sheraton Midway, 400 North Hamline Avenue, St. Paul, Minnesota. The second will be held from 5:00 p.m. to 8:00 p.m. on Tuesday, June 26, 2001, at the Lifetrack Resources Job Search Center, 709 University Avenue West, St. Paul, Minnesota. The third Public Scoping Meeting will be held from 5:00 p.m. to 8:00 p.m. on Wednesday, June 27, 2001,

at the Radisson Metrodome, 615 Washington Avenue Southeast, Minneapolis, Minnesota. One Interagency Scoping Meeting will be held from 2:00 p.m. to 4:00 p.m. on Tuesday, June 26, 2001, at the Sheraton Midway, 400 North Hamline Avenue, St. Paul, Minnesota. People with special needs should call Steve Morris at (651) 266-2784. The buildings are accessible to persons with disabilities.

Scoping comments may be made orally at the Public Scoping Meetings or in writing by July 20, 2001. Comments or questions should be directed to Mr. Steve Morris at the address indicated above.

## II. Description of the Study Area and Transportation Needs

The Central Corridor study area is described as the 11-mile corridor extending between Minneapolis and Saint Paul, Minnesota on the west and east, and bounded by the Burlington Northern-Santa Fe (BNSF) Northern Mainline on the north and the Canadian Pacific Railroad (CP Railway) Shortline Railroad on the south. The proposed Central Corridor would connect the central business districts of Minneapolis and St. Paul, and the University of Minnesota, and would serve the transit-dependent population located within the study area.

Throughout the last two decades, the Central Corridor has been the focus of several studies regarding the feasibility of various mass transit modes. Each of these studies has identified the Central Corridor as the region's priority corridor for mass transit investment. The current 2020 Long-Range Transportation Plan and the State Transportation Improvement Program (STIP) both include funding commitments for the Central Corridor Project.

In February 2000, the RCRRA initiated the Central Corridor Transit Study to identify the mass transit options for the Central Corridor. Preliminary phases of the study identified the purpose and need for transportation improvements in the corridor and identified and screened potential mass transit options that would meet the purpose and need. The purpose and need for transportation improvements in the study area were focused on three principal areas: economic opportunity and investment; communities and environment; and transportation and mobility. Following a multiple-phase screening process, it was determined that the potential mass transit options that would address the purpose and need for the Central Corridor included: Light Rail Transit

(LRT); Busway/ Bus Rapid Transit (BRT), and Commuter Rail.

Although two commuter rail options were being considered during the preliminary phases of the Central Corridor Transit Study, the evaluation of the commuter rail options will be deferred to a separate environmental document based on regional commuter rail connections and system planning, funding and operating agency responsibility.

A public involvement program has been developed and initiated with a website, newsletters, informational meetings, and public hearings.

## III. Alternatives

The transit modes initially considered for the Central Corridor included: Bus Transit, Busway/Bus Rapid Transit, Light Rail Transit, Commuter Rail, Streetcar, Heavy Rail Transit, Monorail, Automated Guideway Transit, Personal Rapid Transit, and Magnetic Levitation. The seven route alignments initially studied were the Burlington Northern Santa Fe Northern Mainline, the Burlington Northern Santa Fe Southern Mainline, the Pierce Butler Route, University Avenue, I-94, the Canadian Pacific Rail, and the Canadian Pacific Rail West.

The transportation alternatives currently proposed for consideration for the Central Corridor Draft EIS include:

1. *No-Build Alternative*—No change to transportation services or facilities in the Central Corridor beyond already committed projects. This includes only those roadway and transit improvements defined in the appropriate agencies' Long Range Transportation Plans and Transit Development Plans for which funding has been committed.

2. *Transportation System Management (TSM) Alternative*—Low cost transportation infrastructure and bus transit improvements for the Central Corridor. Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), bus operations and other TSM improvements will be included in this alternative.

3. *Busway/Bus Rapid Transit (BRT) Alternative*—A Busway/Bus Rapid Transit (BRT) line to be constructed with several station stops between downtown Minneapolis, the University of Minnesota and downtown St. Paul, primarily in exclusive guideway in the center of University Avenue. The alternative would include all facilities associated with the construction and operations of the Busway/BRT, including right-of-way, structures, and stations, as well as Busway/BRT, feeder bus and rail operating plans. The

Busway/BRT alternative would also incorporate the elements of the No-Build and TSM alternatives.

4. *Light Rail Transit (LRT) Alternatives*—A Light Rail Transit (LRT) line to be constructed with several station stops between downtown Minneapolis, the University of Minnesota and downtown St. Paul, on either University Avenue or I-94. Both the University Avenue and I-94 LRT alternative would incorporate the elements of the No-Build and TSM alternatives.

The I-94 LRT Alternative would provide LRT service, primarily in barrier-separated exclusive lanes in the median of I-94. The alternative would include all facilities associated with the construction and operations of the LRT, including right-of-way, tracks, structures, and stations, as well as LRT, feeder bus and rail operating plans.

The University Avenue LRT Alternative would provide LRT service, primarily in exclusive lanes in the center of University Avenue. The alternative would include all facilities associated with the construction and operations of the LRT, including right-of-way, tracks, structures, and stations, as well as LRT, feeder bus and rail operating plans.

## IV. Probable Effects/Potential Impacts for Analysis

The FTA and the RCRRA will consider probable effects and potentially significant impacts to social, economic and environmental factors associated with the alternatives under evaluation in the EIS. Potential environmental issues to be addressed will include: Land use, historic and archaeological resources, traffic and parking, noise and vibration, environmental justice, regulatory floodway/floodplain encroachments, coordination with transportation and economic development projects, and construction impacts. Other issues to be addressed in the EIS include: natural areas, ecosystems, rare and endangered species, water resources, air/surface water and groundwater quality, energy, potentially contaminated sites, displacements and relocations, and parklands. The potential impacts will be evaluated for both the construction period and the long-term operations period of each alternative considered. In addition, the cumulative effects of the proposed project alternatives will be identified. Measures to avoid or mitigate any significant adverse impacts will be developed.

## V. FTA Procedures

In accordance with the regulations and guidance established by the Council on Environmental Quality (CEQ), as well as the Code of Federal Regulations, Title 23, Part 771 (23 CFR 771) of the FHWA/FTA environmental regulations and policies, the EIS will include an analysis of the social, economic and environmental impacts of each of the alternatives selected for evaluation. The EIS will also comply with the requirements of the 1990 Clean Air Act Amendments (CAAA) and with Executive Order 12898 regarding Environmental Justice. After its publication, the Draft Environmental Impact Statement (DEIS) will be available for public and agency review and comment. Public hearings will be held on the DEIS.

The Final EIS will consider comments received during the DEIS public review and will identify the preferred alternative. Opportunity for additional public comment will be provided throughout all phases of project development.

Issued on: May 30, 2001.

Joel P. Ettinger,

Region 5 Administrator, Federal Transit Administration, Chicago, Illinois.

[FR Doc. 01-14102 Filed 6-4-01; 8:45 am]

BILLING CODE 4910-57-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2001-9732]

#### Notice of Receipt of Petition for Decision That Nonconforming 1993 Ford Mustang Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1993 Ford Mustang passenger cars are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1993 Ford Mustang passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as

complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is July 5, 2001.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9 am to 5 pm.]

**FOR FURTHER INFORMATION CONTACT:** George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the *Federal Register* of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the *Federal Register*.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas ("WETL") (Registered Importer 90-005) has petitioned NHTSA to decide whether 1993 Ford Mustang passenger cars originally manufactured for the European market are eligible for importation into the United States. The vehicles which WETL believes are substantially similar are 1993 Ford Mustang passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1993 Ford Mustang passenger cars to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

WETL submitted information with its petition intended to demonstrate that non-U.S. certified 1993 Ford Mustang passenger cars, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1993 Ford Mustang passenger cars are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence* \* \* \*, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 108 *Lamps, Reflective Devices and Associated Equipment*, 109 *New Pneumatic Tires*, 111 *Rearview Mirror*, 113 *Hood Latch Systems*, 114 *Theft Protection*, 116 *Brake Fluid*, 118 *Power Window Systems*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 208 *Occupant Crash Protection*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that non-U.S. certified 1993 Ford Mustang passenger cars comply with the Bumper Standard found in 49 CFR part 581 and the Vehicle Identification Number plate requirement of 49 CFR part 565.

Petitioner also contends that the non-U.S. certified 1993 Ford Mustang passenger cars are not identical to their U.S. certified counterparts, as specified below, but still comply with the following Standard in the manner indicated:

Standard No. 101 *Controls and Displays*: the speedometer indicates both kilometers per hour and mile per hour. The odometer indicates kilometers and is labeled as such. The brake warning indicator meets the requirements.

Petitioner further contends that the vehicles are capable of being readily



## Federal EIS Scoping Document Available

### Central Corridor Transit Project

The Federal Transit Administration in cooperation with the Ramsey County Regional Railroad Authority announces the availability of the Scoping Booklet and federal Notice of Intent to Prepare an Environmental Impact Statement for the Central Corridor Transit Project. The RCRRA will distribute the Scoping Booklet to all agencies listed on EQB and RCRRA distribution lists and to all interested parties in compliance with Minnesota Rules. A press release will be issued to local newspapers along the corridor announcing the availability of the Scoping Booklet and the public and interagency scoping meetings. The public is invited to comment on the scope of the project at these meetings as well as in writing. The comment period closes on July 20, 2001.

### Public Scoping Meetings

- Tuesday, June 26, 2001, 8:00 a.m. to 9:30 a.m., Sheraton Midway, 400 North Hamline Ave., St. Paul, MN 55104
- Tuesday, June 26, 2001, 5:00 p.m. to 8:00 p.m., Lifetrack Resources Job Search Center, 709 University Ave. W., St. Paul, MN 55104
- Wednesday, June 27, 2001, 5:00 p.m. to 8:00 p.m., Radisson Metrodome, 615 Washington Ave. SE, St. Paul, MN 55414

### Interagency Meeting

- Tuesday, June 26, 2001, 2:00 p.m. to 4:00 p.m., Sheraton Midway, 400 North Hamline Ave., St. Paul, MN 55104

Written comments on the scope of the analysis and impacts to consider may be sent by July 20, 2001 to Steve Morris, Project Manager, RCRRA, 50 West Kellogg Blvd., Suite 665, St. Paul, MN 55102; 651-266-2784; fax: 651-266-2761; email: [steve.morris@co.ramsey.mn.us](mailto:steve.morris@co.ramsey.mn.us); TDD: 1-800-627-3529.

(c) *Data Continuity.*

Two comments objected to FTA's proposal on the grounds that it would create discontinuous safety and security data for transit. Three areas of discontinuity were cited in the comments: (1) Data for injuries; (2) data for fatalities; and, (3) data for major incidents. Additionally, one comment expressed concern that FTA's proposal would cause transit to appear less safe.

*FTA Responds:* FTA notes that while it is changing the injury threshold for filing an incident report, it is not changing the definition of an injury. Summary totals have previously been collected for injuries and incidents that did not require transit agencies to file a major incident report. As such, this proposal will not impact the continuity of data on total transit injuries.

FTA also notes that while it will be including suicides in the definition of fatalities, it has previously collected data on all fatalities, including suicides. As such, FTA will take great care to ensure that it always uses continuous data series in reporting transit fatalities. FTA will also continue to make available detailed transit fatality data, which will allow data users to exclude suicides from their analysis of transit fatalities.

FTA does note that these changes will cause some difficulty in assembling continuous data on the total number of major transit incidents. Based on previously filed major incident reports, however, FTA does hope to assemble a continuous data series from 2002—present on major transit incidents. To the extent that discontinuous data series on major transit incidents do result from these changes, FTA believes that the negative impacts of discontinuity are more than offset by the benefits to transit agencies of reduced reporting requirements. The reduced reporting requirements will apply to incidents that produce no fatalities and injuries, and between the old threshold of \$7,500 in property damage and the new threshold of \$25,000 in property damage.

(d) *Acts of God.*

Two comments requested additional clarification of FTA's proposal to add "Acts of God" as a reportable incident. One comment asked how FTA's proposal for "Acts of God" would relate to various legal definitions for this term.

*FTA Responds:* This proposal originated from the experiences of some transit agencies in filing NTD Safety & Security reports. Some agencies have notified NTD staff that they have suffered property damage in excess of the reporting threshold as a result of a severe storm or flood, but have been

unable to complete an incident report for this occurrence, as the NTD did not account for such "Acts of God." As such, FTA is adding this category to allow transit agencies to account for the impacts of "Acts of God" on transit facilities. FTA will make clear in the *2008 NTD Safety & Security Reporting Manual* that it is not FTA's intent to require transit agencies to assess such "Acts of God" as potential contributing factors to a collision.

(e) *Other Comments.*

One comment expressed concern about the reporting burden of adding accidents involving non-revenue vehicles and adding hazardous material spills as reportable incidents. One comment expressed concern about FTA collecting information on "light in the eyes" in regard to collisions, and asked if this referred only to sunlight or also to headlights.

*FTA Responds:* FTA notes that existing reporting requirements already require an incident report for collisions involving non-revenue vehicles when those collisions exceed the reporting threshold. This is unchanged. FTA also notes that existing reporting requirements required reporting hazardous material spills when such spills resulted in an evacuation for life safety reasons. FTA's proposal only slightly modifies this by requiring a report whenever a hazardous material spill causes "imminent danger to life, health, or the environment, and had special attention given at the time of the incident." FTA does not believe that clarification of the definition will cause a significant increase in reporting burden from the previous definition. FTA will clarify in the *2008 NTD Safety & Security Reporting Manual* and in the reporting system itself that the question of "light in the eyes" refers to sunlight.

Two comments expressed concern about the short lead time between the public notice-and-comment on FTA's proposal and the scheduled implementation of the proposal.

*FTA responds:* FTA recognizes the concern of transit agencies to have ample time to review proposed changes to the NTD data collection. FTA will ensure that more lead time is given for public notice-and-comment for future amendments to the *NTD Safety & Security Reporting Manual*, and will allow more time for a collaborative development process with the transit industry. In order to support implementation of the *2008 NTD Safety & Security Reporting Manual*, FTA has scheduled six training sessions around the country to assist transit agencies in implementing the new requirements. Technical assistance is also available to

transit agencies at any time through their NTD data validation analyst.

The final *2008 NTD Safety & Security Reporting Manual* is available on the NTD Web site at <http://www.ntdprogram.gov>.

Issued in Washington, DC, this 20th day of February 2008.

**James S. Simpson,**  
*Administrator.*

[FR Doc. E8-3517 Filed 2-22-08; 8:45 am]

BILLING CODE 4910-57-P

## DEPARTMENT OF TRANSPORTATION

## Federal Transit Administration

**Supplemental Draft Environmental Impact Statement for the Central Corridor Light Rail Transit Project, Located in Minneapolis and Saint Paul, MN**

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Notice of Intent to prepare a Supplemental Draft Environmental Impact Statement (SDEIS).

**SUMMARY:** The Federal Transit Administration (FTA) in cooperation with the Metropolitan Council is issuing this notice to advise interested agencies and the public of its intent to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) for the proposed Central Corridor Light Rail Transit (LRT) Project, located in Minneapolis and Saint Paul, Minnesota (the "Project"). The SDEIS will be prepared in accordance with the National Environmental Policy Act (NEPA) as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The SDEIS will evaluate potential changes to the Central Corridor LRT Project since the publication of the April 21, 2006 Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) and disclose new information that is being developed during the preliminary engineering process.

**FOR FURTHER INFORMATION CONTACT:** Ms. Marisol Simon, Regional Administrator, Federal Transit Administration (FTA), Region V, 200 West Adams Street, Suite 320, Chicago, Illinois 60606, Telephone: (312) 353-2789.

**DATES:** Written comments on the proposed action should be sent to Ms. Kathryn L. O'Brien, AICP, Project Manager, Central Corridor Project Office, 540 Fairview Ave. North, Suite 200S, Saint Paul, MN 55104, Telephone: 651-602-1927; E-mail:

kathryn.obrien@metc.state.mn.us and Mr. David Werner at FTA, Region V, 200 West Adams Street, Suite 320, Chicago, Illinois 60606, Telephone: (312) 353-2789; E-mail: David.Werner@dot.gov by March 26, 2008.

**SUPPLEMENTARY INFORMATION:**

*Background:* The Metropolitan Council is proposing transportation improvements in the Central Corridor linking Minneapolis and Saint Paul. The Central Corridor is 11-miles in length of which 9.8 miles consists of new alignment and 1.2 miles uses the existing Hiawatha LRT alignment in downtown Minneapolis. It will connect the Minneapolis and Saint Paul downtown areas as well as the University of Minnesota and the State Capitol complex. The purpose of the Project is to meet the future transit needs of the Central Corridor and the Region and to support the economic development goals for the Corridor. It allows the opportunity to provide a direct connection to the existing 11.6-mile Hiawatha LRT line in Minneapolis, thereby increasing mobility options within the Region.

The AA/DEIS Notice of Intent was published in the **Federal Register** on June 5, 2001 and the notice of the availability of the AA/DEIS for review and comment was published in the **Federal Register** on April 21, 2006. In April 2006, the Central Corridor AA/DEIS was distributed for public review and comment (No. 20060147, ERP No. D-FTA-F40434-MN). The AA/DEIS provided a comprehensive examination of alignments, LRT and Busway/Bus Rapid Transit (BRT) technologies, and a Baseline Alternative for the Central Corridor. Based on findings from the AA/DEIS and on public and agency input received during the process, the Metropolitan Council adopted a Locally Preferred Alternative (LPA) for the Central Corridor, namely Light Rail Transit, operating on Washington and University Avenues, on June 28, 2006 (Metropolitan Council Resolution No. 2006-15).

*Proposed Changes to the LPA:* A supplemental DEIS is being prepared because key changes to the LPA as previously defined are being considered. In response to comments received on the AA/DEIS and the Project subsequent to the selection of the LPA, several design options for key project elements are being considered. These options reflect conditions that exist within the Corridor, technical and operational constraints, major infrastructure requirements that were not fully documented in the AA/DEIS, physical conditions that have changed

within the corridor since the AA/DEIS, and substantive comments received during the AA/DEIS public comment period. The SDEIS will document and disclose potential impacts relating to key project elements that have changed and/or remain uncertain since issuance of the AA/DEIS, including but not limited to:

1. Hiawatha/Central Connection: Alternative alignments connecting to the existing Hiawatha LRT tracks will be evaluated.

2. University of Minnesota Alignment (tunnel vs. at-grade and stations): The LPA included a tunnel, primarily under Washington Avenue, as the preferred alignment alternative through the University of Minnesota campus. The SDEIS will examine the impacts of an at-grade alignment alternative through the East Bank of the University of Minnesota campus and modifications to the tunnel alignment, as well as an alignment change through this segment of the line, largely due to the new University of Minnesota stadium presently under construction on the LPA alignment.

3. Potential Additional Station at Hamline, Victoria or Western: The impact of adding a station to the Central Corridor LRT project at Hamline, Victoria or Western avenues in the City of Saint Paul will be evaluated.

4. Capitol Area Alignment/Stations: Potential changes to the alignment and location of stations within Saint Paul's Capitol Area Architectural and Planning Board area will be documented and disclosed.

5. Downtown Saint Paul alignment/station modifications: Alternative means of accessing Saint Paul's Union Depot, including potential impacts to LRT station location and alignment will be documented and disclosed.

6. Traction power substations: The AA/DEIS discussed the need for traction power substations as part of LRT operations, but did not identify the number or potential location(s) of substations. The SDEIS will document and disclose this information.

7. 3-car train requirement: The impacts of potential 3-car train operations on the Central Corridor will be evaluated.

8. Vehicle maintenance facility: The need for and impacts of constructing a storage and maintenance facility to serve the operational needs of the Central Corridor LRT project will be documented and disclosed.

9. Washington Avenue Bridge: The need for and impacts of modifications and/or improvements required to the Washington Avenue Bridge for LRT

purposes will be documented and disclosed.

10. Other key project elements determined through the on-going decision-making process to have potential significant impacts to human and natural environments.

*The SDEIS Process and the Role of Participating Agencies and the Public:* The SDEIS will assist the Metropolitan Council, FTA, resource agencies, key project partners and the general public in understanding and resolving key project elements within the context of NEPA. The purpose of the SDEIS process is to explore in a public setting potentially significant effects of implementing proposed changes to the LPA on the physical, human, and natural environment. Areas of investigation include, but are not limited to, land use, historic and archaeological resources, visual and aesthetic qualities, traffic and parking, modification to existing bridges, noise and vibration, environmental justice, regulatory floodway/floodplain encroachments, coordination with transportation and economic development projects, and construction impacts. Other issues to be addressed in the SDEIS include: Natural areas, ecosystems, rare, threatened and endangered species, water resources, air/surface water and groundwater quality, energy, potentially contaminated sites, displacements and relocations, Section 4(f) of the Department of Transportation Act and Section 6(f) of the Land and Water Conservation Fund Act and secondary and cumulative effects. The SDEIS is not intended to repeat all the analyses contained in the project's AA/DEIS. Most analyses would be limited to the study area corresponding to key project elements currently identified and outlined above, as well as other project elements that have yet to be identified and may arise during the current decision-making process. Potential impacts will be evaluated for both the short-term construction period and the long-term effects of operations. Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified.

Notices regarding the intent to prepare the SDEIS and soliciting input will be sent to the appropriate Federal, State, and local agencies that have expressed or are known to have an interest or legal role in this proposed action. A comprehensive public involvement program has been developed to engage private organizations, citizens, and interest groups in the process. The program includes an active Community Advisory



Committee (CAC), a Business Advisory Council (BAC), a Central Corridor Management Committee (CCMC) and a Project Advisory Committee (PAC). A Central Corridor project Web site has been created and can be found at: <http://www.metrocouncil.org/transportation/ccorridor/centralcorridor.htm>. Community outreach coordinators are available to work with residents, businesses and interested individuals along the entirety of the corridor at: <http://www.metrocouncil.org/transportation/ccorridor/CCstaff.htm>. Notices of public meetings have been and will continue to be given through a variety of media providing the time and place of the meeting along with other relevant information. When complete, the SDEIS will be distributed and available for public and agency review and comment prior to any public hearings. Following publication, review, and approval of the SDEIS, a Final Environmental Impact Statement (FEIS) will be prepared and circulated. The FEIS will identify a final preferred alternative and any necessary mitigation commitments.

In accordance with 23 CFR 771.105 (a) and 771.133, the Metropolitan Council and FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the regulations of the Council on Environmental Quality and FTA regulations implementing NEPA (40 CFR Parts 1500–1508, and 23 CFR Part 771), the project-level air quality conformity regulation of the U.S.

Environmental Protection Agency (EPA) (40 CFR part 93), the Section 404(b)(1) guidelines of EPA (40 CFR Part 230), the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800), the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402), Section 4(f) of the DOT Act (23 CFR Section 771.135), and Executive Orders 12898 on Environmental Justice, 11988 on Floodplain Management, and 11990 on Wetlands.

Comments and questions concerning the proposed action should be directed to Ms. Kathryn L. O'Brien, AICP, Project Manager, Central Corridor Project Office, 540 Fairview Ave. North, Suite 200S, Saint Paul, MN 55104, Telephone: 651-602-1927; E-mail: [kathryn.obrien@metc.state.mn.us](mailto:kathryn.obrien@metc.state.mn.us)

Dated: February 13, 2008.

**Marisol Simon,**

*Regional Administrator, FTA Region V.*

[FR Doc. E8-3525 Filed 2-22-08; 8:45 am]

**BILLING CODE 4910-57-P**

**DEPARTMENT OF TRANSPORTATION**

**Pipeline and Hazardous Materials Safety Administration**

**Office of Hazardous Materials Safety; Notice of Application for Special Permits**

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** List of Applications for Special Permits.

**SUMMARY:** In accordance with the procedures governing the application

for, and the processing of, special permits from the Department of Transportation's Hazardous Material Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the application described herein. Each mode of transportation for which a particular special permit is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

**DATES:** Comments must be received on or before March 26, 2008.

*Address Comments to:* Record Center, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the special permit number.

**FOR FURTHER INFORMATION CONTACT:**

Copies of the applications are available for inspection in the Records Center, East Building, PHH-30, 1200 New Jersey Avenue, SE., Washington, DC, or at <http://dms.dot.gov>.

This notice of receipt of applications for special permit is published in accordance with Part 107 of the Federal hazardous materials transportation law (49 U.S.C. 5117(b); 49 CFR 1.53(b)).

Issued in Washington, DC, on February 14, 2008.

**Delmer F. Billings,**

*Director, Office of Hazardous Materials, Special Permits and Approvals.*

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of special permits thereof
<b>New Special Permits</b>				
14640-N ....		Chem Service, Inc. Chester Count, PA.	49 CFR 173.4(a)(11) .....	To authorize the transportation in commerce of certain PG I hazardous materials that are not authorized for transportation aboard passenger-carrying aircraft under the small quantity provisions of 49 CFR 173.4. (modes 4, 5)
14641-N ....		Conocophillips Alaska, Inc., Anchorage, AK.	49 CFR 172.101 Hazardous Materials Table Column (9B).	To authorize the transportation in commerce by air of certain hazardous materials in packagings that exceed the quantity limit for cargo carrying aircraft. (mode 4)
14642-N ....		MEMC Pasadena, Inc., Pasadena, TX.	49 CFR 173.301(f) .....	To authorize the transportation in commerce of certain DOT Specification 3AAX cylinders containing Silicon tetrafluoride without pressure relief devices. (mode 1)
14643-N ....		World Airways, Inc., Peachtree City, GA.	49 CFR 175.3(b) .....	To authorize the transportation in commerce of hazardous materials by a US carrier engaged in cargo-only operations entirely outside of the United States without being subject to the US variations in the ICAO Technical Instructions. (mode 4)

Parties interested in receiving additional information should contact Frank Dempsey (City of Lakeville) at 952-985-4400 or [fdempsey@ci.lakeville.mn.us](mailto:fdempsey@ci.lakeville.mn.us) .

## AUAR UPDATE AVAILABLE

**Project Title: UnitedHealth Group – Eden Prairie, Minnesota**

**Description:** The proposed Mixed Use Development consists of 1,140,000 square feet of office, 25,000 square feet of retail, a 125 room hotel with restaurant, and approximately 324 attached residential units. The 71± acre site is located in the southeast quadrant of TH 62 and Shady Oak Road.

**RGU:** City of Eden Prairie

**Contact Person:**

Scott Kipp  
Senior Planner  
8080 Mitchell Road  
Eden Prairie, MN 55344  
Phone: 952-949-8489  
Fax: 952-949-8392  
[skip@edenprairie.org](mailto:skip@edenprairie.org)

## SUPPLEMENTAL DEIS PREPARATION NOTICE

**Project Title:** Supplemental Draft Environmental Impact Statement (Supplemental DEIS) for the Central Corridor Light Rail Transit System

**Description:** The Central Corridor Light Rail Transit (LRT) project proposes the construction of a light rail system between Minneapolis and St. Paul, Minnesota. The Central Corridor Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) was published in the *EQB Monitor* and distributed on April 24, 2006. Public hearings were held the week of May 22, 2006, and public comment was accepted until June 5, 2006. Based on findings from the AA/DEIS and public and agency input received, the Metropolitan Council adopted a Locally Preferred Alternative (LPA) for the Central Corridor on June 28, 2006, namely, LRT operating on Washington and University avenues.

The Federal Transit Administration (FTA) in cooperation with the Metropolitan Council, the local lead agency, will be preparing a Supplemental Draft Environmental Impact Statement (SDEIS) for the proposed Central Corridor LRT project. The SDEIS will focus on potential changes to the LPA based on AA/DEIS comments and subsequent preliminary engineering; it is not intended to repeat all the analyses contained in the project's AA/DEIS. The Supplemental DEIS will evaluate the following key project elements: the Hiawatha LRT and Central Corridor connection in the City of Minneapolis; University of Minnesota East Bank alignment (tunnel vs. at-grade and stations); potential stations at Hamline Avenue, Western Avenue or Victoria Street in St. Paul; alignment and stations in the Capitol Area; downtown St. Paul alignment and station modifications; requirements for 3-car train operations; the general locations of traction power substations; potential locations

for a Central Corridor light-rail vehicle maintenance facility; Washington Avenue Bridge improvements; and other key project elements determined through the on-going decision-making process to have potential significant impacts to human and natural environments. A June 2008 publication of the SDEIS is anticipated. Comments on the proposed scope of the Central Corridor LRT SDEIS can be addressed to the contact person listed below and are being accepted through March 17, 2008.

For those wishing more information on the Central Corridor LRT project, a Web site has been created and can be found at <http://www.metrocouncil.org/transportation/ccorridor/centralcorridor.htm>

**RGU:** Metropolitan Council

**Contact Person:**

Ms. Kathryn L. O'Brien, AICP, Project Manager  
Central Corridor Project Office  
540 Fairview Ave. North, Suite 200S  
St. Paul, MN 55104  
Phone: 651-602-1927  
[kathryn.obrien@metc.state.mn.us](mailto:kathryn.obrien@metc.state.mn.us)

## NOTICES

### Notification of Releases of Genetically Engineered Organism Minnesota Department of Agriculture

File Number	Company	Crop	Project	County
08-NO-007	Monsanto	Corn	Herbicide Tolerance	Rice, Blue Earth, Renville, Steele, Freeborn
08-NO-008	Betaseed	Sugarbeet	Virus Resistance	Scott (5 locations)
08-NO-009	Monsanto	Corn	Insect Resistance	Freeborn (2), Swift (2), Clay, Nicollet, Blue Earth (3), Steele, Lincoln, Rice, Renville, Stearns, Redwood, Kandiyohi
08-NO-010	Monsanto	Corn	Insect Resistance	Swift (2), Clay, Nicollet, Blue Earth (3), Steele, Renville, Rice, Kandiyohi, Redwood, Lincoln, Freeborn

Johnson drop structure. The applicant proposes to construct: (1) An inflatable weir spanning the width of the canal; (2) an intake structure with trash rack and radial gate or stop-log shut off; (3) a buried, 60-inch-diameter, 900-foot-long steel or polyethylene penstock; (4) a powerhouse containing one Francis or propeller (Reaction) turbine and one generator with a rated output of 700 kW; (5) a tailrace about 11.25 feet long, returning flows to the canal; (6) a switchyard; (7) a 0.5-mile-long, 69-kV transmission line interconnecting with an existing powerline; and (8) a powerhouse access road. Average annual generation would be 1.7 GWh.

The proposed A-Drop Project would be built at the Greenfields Main Canal's Greenfield drop structure. The applicant proposes to construct: (1) An inflatable weir spanning the width of the canal; (2) an intake structure with trash rack and radial gate or stop-log shut off; (3) a buried, 96-inch-diameter, 570-foot-long steel or polyethylene penstock; (4) a powerhouse containing one Francis or propeller (Reaction) turbine and one generator with a rated output of 1,000 kW; (5) a tailrace returning flows to the canal; (6) a switchyard; (7) a 0.1-mile-long, 12-kV transmission line interconnecting with an existing powerline; and (8) an approximately 570-foot-long powerhouse access road. Average annual generation would be 2.5 GWh.

m. Copies of the applications are available for review at the Commission in the Public Reference Room or may be viewed on the Commission's Web site at <http://www.ferc.gov> using the "eLibrary" link. Enter the docket number, excluding the last three digits, in the docket number field to access each of the documents. For assistance, contact FERC Online Support at [FERCOnlineSupport@ferc.gov](mailto:FERCOnlineSupport@ferc.gov) or toll-free at 1-866-208-3676, or for TTY, (202) 502-8659. Copies are also available for inspection and reproduction at the address in item h above.

You may also register online at <http://www.ferc.gov/docs-filings/esubscription.asp> to be notified via e-mail of new filings and issuances related to this or other pending projects. For assistance, contact FERC Online Support.

#### n. Scoping Process

The Commission intends to prepare an Environmental Assessment (EA) on the projects in accordance with the National Environmental Policy Act of 1969, as amended.<sup>1</sup> The EA will

consider both site-specific and cumulative environmental impacts and reasonable alternatives to the proposed actions.

Commission staff does not propose to conduct any on-site scoping meetings at this time. Instead, the staff will solicit comments, recommendations, information, and alternatives in the Scoping Document (SD).

Copies of the SD outlining the subject areas to be addressed in the EA were distributed to the parties on the Commission's mailing list. Copies of the SD may be viewed on the Web at <http://www.ferc.gov> using the "eLibrary" link (see item m above).

o. The tendering notice issued April 14, 2008, incorrectly stated that the application for the A-Drop Project was filed on April 1, 2008. The correct filing date for the A-Drop Project application is March 31, 2008.

**Kimberly D. Bose,**

*Secretary.*

[FR Doc. E8-15791 Filed 7-10-08; 8:45 am]

**BILLING CODE 6717-01-P**

## ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-8583-5]

### Environmental Impacts Statements; Notice of Availability

*Responsible Agency:* Office of Federal Activities, General Information (202) 564-7167 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements.

Filed 06/30/2008 through 07/02/2008. Pursuant to 40 CFR 1506.9.

*EIS No. 20080259, Draft EIS, AFS, WY,* Spruce Gulch Bark Beetle and Fuels Reduction Project, Proposes to Implement Bark Beetle Related Salvage and Suppression Vegetative Treatments and Hazardous Fuels Abatement Treatments, Laramie Ranger District, Medicine Bow-Routt National Forests, Albany and Carbon Counties, WY, Comment Period Ends: 08/25/2008, Contact: Melissa M. Martin 307-745-2371. This document is available on the Internet at: <http://www.fs.fed.us/r2/mbr/projects/foresthealth>.

*EIS No. 20080260, Draft EIS, AFS, WI,* Medford Aspen Project, To Implement a Number of Vegetation and Transportation Management Activities, Medford-Park Falls Ranger District, Chequamegon-Nicolet

National Forest, Taylor County, WI, Comment Period Ends: 08/25/2008, Contact: Jane Darnell 715-748-4875. *EIS No. 20080261, Draft EIS, USA, CA,* PROGRAMMATIC—Brigade Combat Team Transformation Project, Restructure the 11th Armored Cavalry Regiment (ACR) to a Multi-Component (active duty/reserve) Heavy Brigade Combat Team (HBCT) and change/add several other organizations, Fort Irwin, CA, Comment Period Ends: 08/25/2008, Contact: Muhammad Bari 760-480-3410.

*EIS No. 20080262, Draft EIS, SFW, NV,* Desert National Wildlife Refuge Complex, Ash Meadows, Desert, Moapa Valley and Pahrangat National Wildlife Refuges, Comprehensive Conservation Plan, Clark, Lincoln and Nye counties, NV, Comment Period Ends: 08/25/2008, Contact: Cynthia Martinez 702-515-5450.

*EIS No. 20080263, Draft EIS, COE, CA,* Three Rivers Levee Improvement Authority, proposes construct and maintain the Feather River Levee Repair Project, Segment 2, Issuing 408 Permission and 404 Permit, Yuba County, CA, Comment Period Ends: 08/25/2008, Contact: John Suazo 916-557-6719.

*EIS No. 20080264, Second Final Supplement, DOE, NV,* Geologic Repository for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste at Yucca Mountain, Nye County, Nevada—Nevada Rail Transportation Corridor (DOE/EIS-0250F-S2D), Wait Period Ends: 08/11/2008, Contact: Dr. Jane R. Summerson 702-794-1493.

*EIS No. 20080265, Second Final EIS (Tiering), DOE, NV,* Rail Alignment for the Construction and Operation of a Railroad in Nevada to a Geologic Repository (DOE/EIS-0369D) at Yucca Mountain, Nye County, NV, Wait Period Ends: 08/11/2008, Contact: Dr. Jane R. Summerson 702-794-1493.

*EIS No. 20080266, Final Supplement, DOE, NV,* Geologic Repository for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste, Construction, Operation, Monitoring and Eventually Closing a Geologic Repository (DOE/EIS-0250F-S1D) at Yucca Mountain, Nye County, NV, Wait Period Ends: 08/11/2008, Contact: Dr. Jane R. Summerson 702-794-1493.

*EIS No. 20080267, Draft Supplement, BLM, CA,* Sunrise Powerlink Transmission Line Project, New Information, Proposed Land Use Plan Amendment, Construction and Operation of a New 91-mile 500

<sup>1</sup> One EA will be prepared for the Woods Project (FERC No. P-12540), Johnson Project, (FERC No. P-

12545), Greenfield Project (FERC No. P-12548) and A-Drop Project (FERC No. P-12549).

kilovolt (kV) Electric Transmission Line from Imperial Valley Substation (in Imperial Co. near the City of El Centro) to a New Central East Substation (in Central San Diego County) Imperial and San Diego Counties, CA, Comment Period Ends: 08/25/2008, Contact: Lynda Kastoll 760-337-4400.

*EIS No. 20080268, Draft Supplement, FTA, MN, Central Corridor Project, New Information on the 11 miles Light Rail Transit between downtown Minneapolis and downtown St. Paul, Minnesota, Twin Cities Metropolitan Area, MN, Comment Period Ends: 08/25/2008, Contact: Marisol Simon 312-353-2789.*

#### Amended Notices

*EIS No. 20070536, Draft EIS, AFS, 00, ~VOIDED~ National Forest System Lands in Utah Wild and Scenic River Suitability Study for 86 Eligible River Segments for Inclusion in the National Wild and Scenic River System, Ashley, Dixie, Fishlake, Manti-LaSal, Uinta, Wasatch-Cache National Forests in Utah and Portions of National Forests in Colorado and Wyoming, Comment Period Ends: 02/15/2008, Contact: Catherine Kahlow 435-783-4338.*

This DEIS was inadvertently refilled and published in 12/28/2007 FR. The Correct DEIS #20070508 was published in 12/07/2007 FR.

*EIS No. 20080106, Draft EIS, AFS, CO, Long Draw Reservoir Project, Re-Issue a Special-Use-Authorization to Water Supply and Storage to Allow the Continued Use of Long Draw Reservoir and Dam, Arapaho and Roosevelt National Forests and Pawnee National Grassland, Grand and Larimer Counties, CO, Comment Period Ends: 07/11/2008, Contact: Ken Tu 970-295-6623. Revision of FR Notice Published 03/28/2008: Extending Comment Period from 06/11/2008 to 07/11/2008.*

Dated: July 8, 2008.

#### Ken Mittelholtz,

*Environmental Protection Specialist, Office of Federal Activities.*

[FR Doc. E8-15813 Filed 7-10-08; 8:45 am]

BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-8583-6]

### Environmental Impact Statements and Regulations; Availability of EPA Comments

Availability of EPA comments prepared pursuant to the Environmental Review Process (ERP), under section 309 of the Clean Air Act and section 102(2) (c) of the National Environmental Policy Act as amended. Requests for copies of EPA comments can be directed to the Office of Federal Activities at 202-564-7167. An explanation of the ratings assigned to draft environmental impact statements (EISs) was published in FR dated April 11, 2008 (73 FR 19833).

#### Draft EISs

*EIS No. 20080077, ERP No. D-COE-K36149-CA, San Diego Creek Watershed Special Area Management Plan/Watershed Streambed Alteration Agreement Process (SAMP/WSAA Process), Protecting and Enhancing Aquatic Resource and Permitting Reasonable Economic Development, Orange County, CA.*

*Summary:* EPA continues to have environmental concerns about impacts to resources and requested additional information on the reasonableness of the alternatives, and why specific Nationwide Permits are proposed for revocation while others would be retained. Rating EC2.

*EIS No. 20080135, ERP No. D-COE-E39072-TN, PROGRAMMATIC—Hydropower Rehabilitations, Dissolved Oxygen and Minimum Flow Regimes at Wolf Creek Dam, Kentucky and Center Hill and Dale Hollow Dams, Tennessee, Implementation.*

*Summary:* EPA expressed environmental concerns about water quality and stream flow impacts, and recommends the identification of the improvement program and schedule, monitoring protocols, and adaptive management decision-making process in the Final EIS. Rating EC2.

*EIS No. 20080156, ERP No. D-NRC-E06026-GA, GENERIC—License Renewal of Nuclear Plants, Supplement 34 to NUREG-1437, Regarding Vogtle Electric Generating Plant Units 1 and 2 (VEGP) near Waynesboro, GA.*

*Summary:* EPA expressed environmental concerns about tritium and requested additional information on actions to mitigate or lessen the release

of tritium to the Savannah River. Surface water withdrawal impacts and impacts to aquatic species during drought conditions are also a concern. Rating EC1.

*EIS No. 20080159, ERP No. DA-NOA-A91061-00, Atlantic Mackerel, Squid and Butterfish, Fishery Management Plan, Amendment No. 10, Develop a Rebuilding Program that Allows the Butterfish Stock to Rebuild in the Shortest Amount of Time Possible, Exclusive Economic Zone (EEZ) off the U.S. Atlantic Coast.*

*Summary:* EPA has no objection to the proposed action. Rating LO.

*EIS No. 20080180, ERP No. DC-FTA-L40205-00, South Corridor Portland-Milwaukie Light Rail Project, Proposal to Develop Light Rail Transit in Final Segment, Connecting Downtown Portland, OR, the City of Milwaukie and north Clackamas and Multnomah Counties, OR and Clark County, WA.*

*Summary:* EPA expressed environmental concerns about water quality impacts within waterbodies that are 303(d) listed for temperature, mercury, bacteria, and other criteria. The project has the potential to disturb contaminated sites and to release hazardous substances. Rating EC2.

*EIS No. 20080185, ERP No. DS-FSA-A65173-00, PROGRAMMATIC—Expansion of the Emergency Conservation Program, To Restore Farmland (Cropland, Hayland and Pastureland) to a Normal Productive State after a Natural Disaster.*

*Summary:* EPA has no objections to the proposed action. Rating LO.

#### Final EISs

*EIS No. 20080017, ERP No. F-COE-K39098-CA, San Clemente Dam Seismic Safety Project, Increase Dam Safety to Meet Current Design Standards, Monterey County, CA.*

*Summary:* EPA continues to have environmental concerns about habitat impacts and steelhead recovery following dam removal. EPA supported the two dam removal alternatives and noted continuing concerns with all other alternatives.

*EIS No. 20080141, ERP No. F-TVA-E08022-TN, Rutherford-Williamson-Davidson Power Supply Improvement Project, Proposes to Construct and Operate a New 500-kilovolt (kV) Rutherford Substation, a New 27-mile 500-kV Transmission Line and Two New 9- and 15 mile 161-kV Transmission Lines, Rutherford, Williamson, and Maury Counties, TN.*

City of Alexandria Comprehensive Plan. The document includes an identification and discussion of potential impacts, including “worst case”, with respect to natural, cultural, physical, municipal infrastructure, storm water management and traffic among others. It is anticipated that a specific Mitigation Plan will be developed as a result of the review process. The final AUAR document including the Mitigation Plan will be used as a tool to guide future development within the review area.

**RGU:** City of Alexandria

**Contact Person:**

Mike Weber, City Planner  
City of Alexandria  
704 Broadway  
Alexandria, MN 56308  
Phone: (320) 763-6678  
Fax: (320) 763-3511

## **SUPPLEMENTAL DRAFT EIS AVAILABLE**

**Project Title: Central Corridor Light Rail Transit System**

**Description:** The Central Corridor Light Rail Transit (LRT) project proposes construction of a light rail system between Minneapolis and St. Paul, Minnesota. Based on findings from the Alternatives Analysis/DEIS and public and agency input received, the Metropolitan Council adopted a Locally Preferred Alternative (LPA) for the Central Corridor on June 28, 2006. This Supplemental DEIS focuses on changes to the LPA based on AA/DEIS comments and subsequent preliminary engineering.

Comments on the Supplemental DEIS are being accepted through **August 25, 2008**. Written comments can be addressed to the contact person listed below. Comments can also be made at public hearings held during the week of August 4, 2008. All comments received during the comment period will be considered for inclusion in the Final EIS.

**Document Availability:** The Supplemental DEIS, including all appendices and information on the Section 106 cultural resources inventory, is available online at

<http://www.metrocouncil.org/transportation/ccorridor/centralcorridor.htm>

For those wishing to review a hard copy version of the document, it is available at the following area libraries and resource centers.

Metropolitan Council Library  
390 N. Robert St.  
St. Paul, MN 55101

Mn/DOT Library  
Transportation Building

Central Corridor Project Office  
540 Fairview Avenue  
St. Paul, MN 55104

Central Corridor Resource Center  
1080 University Avenue

395 John Ireland Blvd.  
St. Paul, MN 55155

Rondo Community Library  
461 N. Dale  
St. Paul, MN 55102

St. Anthony Park Branch Library  
2245 West Como Avenue  
St. Paul, MN 55108

Rice Street Library  
1011 Rice Street  
St. Paul, MN 55104

Franklin Library  
1314 East Franklin Avenue  
Minneapolis, MN 55404

Southeast Library  
1222 4<sup>th</sup> Street SE  
Minneapolis, MN 55414

St. Paul, MN 55014

St. Paul Central Library  
90 West 4<sup>th</sup> Street  
St. Paul, MN 55102

Merriam Park Library  
1831 Marshall Avenue  
St. Paul, MN 55104

Hamline-Midway Library  
1558 West Minnehaha Avenue  
St. Paul, MN 55104

Minneapolis Central Library  
300 Nicollet Mall  
Minneapolis, MN 55401

### Public Hearing Information:

Public hearings will be held at the following locations at these dates and times:

- Monday, August 4, Noon (12:00 p.m.), Wilder Foundation, 451 Lexington Parkway N., St. Paul  
An open house will precede the hearing from 11:30 a.m. to noon
- Thursday, August 7, 6:00 p.m., Brian Coyle Center, 420 15<sup>th</sup> Ave. S., Minneapolis  
An open house will precede the hearing from 5:00 to 6:00 p.m.
- Saturday, August 9, 2:00 p.m., Goodwill Easter Seals, 553 Fairview Ave. N., St. Paul  
An open house will precede the hearing from 1:00 to 2:00 p.m.

For people with special needs, please contact community outreach coordinator Dana Dellis for reasonable accommodations. Her contact information is [dana.dellis@metc.state.mn.us](mailto:dana.dellis@metc.state.mn.us) or 651-602-1954.

**RGU:** Metropolitan Council

### Contact Person:

Ms. Kathryn L. O'Brien, Project Manager  
Central Corridor Project Office  
540 Fairview Ave. North, Suite 200S  
St. Paul, MN 55104  
Phone: 651-602-1927  
[kathryn.obrien@metc.state.mn.us](mailto:kathryn.obrien@metc.state.mn.us)