

Securities and Exchange Commission, 450 Fifth Street, NW., Washington, DC 20549-0609.

All submissions should refer to File Number SR-PCX-2005-35. This file number should be included on the subject line if e-mail is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's Internet Web site (<http://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying in the Commission's Public Reference Section. Copies of such filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR-PCX-2005-35 and should be submitted on or before May 17, 2005.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.<sup>18</sup>

**Margaret H. McFarland,**

*Deputy Secretary.*

[FR Doc. E5-1964 Filed 4-25-05; 8:45 am]

**BILLING CODE 8010-01-P**

## DEPARTMENT OF STATE

[Public Notice 5024]

### U.S. National Commission for UNESCO Notice of Meeting

The U.S. National Commission for UNESCO will meet in open FACA session on Tuesday, June 7, 2005, at Georgetown University, Washington, DC from 10 until 12:30. The commission will also have a series of informational plenary and panel subject committee sessions on Monday, June 6 and Tuesday morning to which the public may attend. This will be the first annual conference of the re-established commission in nearly twenty years. The mission of the national commission is to

advise the Department of State with respect to the consideration of issues related to education, science, communications, and culture and the formulation and implementation of U.S. policy towards UNESCO. At this meeting, the commission plans to establish work plans for its five (education, culture, natural science, social and human science, and communications and information) committees.

Members of the public who wish to attend the meeting must contact the U.S. National Commission for UNESCO no later than Friday, May 20th for further information about admission as seating is limited. Additionally, those who wish to make oral comments or deliver written comments should also request to be scheduled, and submit a written text of the comments by Friday, May 20th to allow time for distribution to the Commission members prior to the meeting. Individual oral comments will be limited to five minutes, with the total oral comment period not exceeding thirty-minutes. The national commission may be contacted via e-mail at [DCUNESCO@state.gov](mailto:DCUNESCO@state.gov), or via phone at (202) 663-0026.

Dated: April 20, 2005.

**Alexander Zemek,**

*Deputy Executive Secretary, U.S. National Commission for UNESCO, Department of State.*

[FR Doc. 05-8306 Filed 4-25-05; 8:45 am]

**BILLING CODE 4710-19-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement for the South Capitol Street Roadway Improvement and Bridge Replacement Project

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

**ACTION:** Notice of Intent to Prepare a Draft Environmental Impact Statement (DEIS).

**SUMMARY:** The Federal Highway Administration (FHWA) in coordination with the District Department of Transportation (DDOT) in Washington, DC is issuing this notice to advise agencies and the public that a Draft Environmental Impact Statement (DEIS) to assess the impacts of potential effects of proposed transportation improvements in the South Capitol Street Corridor is being prepared.

**FOR FURTHER INFORMATION CONTACT:** Federal Highway Administration, District of Columbia Division: Mr. Michael Hicks, Environmental/Urban

Engineer, 1900 K Street, Suite 510, Washington, DC 20006-1103, (202) 219-3513; or Mr. John Deatruck, Deputy Director/Chief Engineer, District of Columbia, Department of Transportation, (202-671-2800).

**SUPPLEMENTARY INFORMATION:** The environmental review of transportation improvement alternatives in the South Capitol Street Corridor will be conducted in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4371, et seq.), Council on Environmental Quality (CEQ) regulations (40 CFR parts 1500-1508), FHWA Code of Federal Regulations (23 CFR 771.101-771.137, et seq.), and all applicable Federal, State, and local government laws, regulations, and policies.

### Public Scoping Meetings

DDOT will solicit public comments for consideration and possible incorporation in the DEIS through public scoping, including scoping meetings, on the proposed improvements. To ensure that the full ranges of issues related to this proposed action are addressed and all significant issues are identified early in the process, comments and suggestions are invited from all interested and/or potentially affected parties. These individuals or groups are invited to attend the public scoping meeting. The meeting location and time will be publicized in local newspapers and elsewhere. Written comments will be accepted throughout this process and can be forwarded to the address provided above.

Meeting dates, times, and locations will be announced on the project Web-site accessible at <http://www.SouthCapitolEIS.com> and in the following newspapers: The Washington Post, The Washington Times, The Hill Rag, East of the River, The Southwester, and La Nacion USA.

Scoping materials will be available at the meetings and may also be obtained in advance of the meetings by contacting Mr. John Deatruck. Scoping materials will be made available on the project web-site. Oral and written comments may be given at the scoping meetings. Comments may also be sent to the address above. A stenographer will be available at the meetings to record comments. Scoping information will be made available in both English and Spanish.

### Description of Primary Study Area and Transportation Needs

The South Capitol Street Corridor is located in the southwest and southeast

<sup>18</sup> 17 CFR 200.30-3(a)(12).

quadrants of the District of Columbia. The South Capitol Street Corridor extends from Martin Luther King, Jr. Avenue to the U.S. Capitol in Washington, DC along South Capitol Street. Proposed improvements, including improvements to the Frederick Douglass Memorial Bridge, would be made between Suitland Parkway at Martin Luther King, Jr. Avenue and Independence Avenue, and New Jersey Avenue between M Street, SE., and Independence Avenue.

The purpose of the South Capitol Street project is to create a new gateway. This gateway will consist of a balanced, sustainable, multimodal transportation network that knits neighborhoods together and facilitates the movement of commuters with minimal impact on the surrounding neighborhoods. The South Capitol Street Corridor, as defined in the AWI Framework Plan, is intended to provide better access to waterfront areas east and west of the river, including Poplar Point and Buzzard Point, and better serve historic Anacostia, and near southeast and southwest neighborhoods. The future Anacostia Waterfront will include a cleaner river, sustainable waterfront neighborhoods, new and revitalized waterfront parks, and vibrant cultural attractions. The creation of new transit stops and pedestrian facilities where none exist, due to physical barriers along South Capitol Street and Suitland Parkway, will create new opportunities for movement throughout the corridor. Without improvements to facilitate the efficient traffic flow of all modes, the level and duration of congestion will continue to deteriorate throughout the corridor.

The project includes the proposed redevelopment of South Capitol Street per, the National Capital Planning Commission's 1997 plan, Extending the Legacy, Planning America's Capital for the 21st Century. The plan includes South Capitol Street as a civic gateway to central Washington providing a mix of shopping, housing, and offices. It also proposes replacing the Frederick Douglass Memorial Bridge with a new six-lane span that would accommodate pedestrians and bicycles. The 2003 South Capitol Gateway and Corridor Improvement Study, completed under congressional direction, expressed the challenges and opportunities for this corridor including disinvestments, traffic functionality, local access, and the general need to restore this corridor to its original intent as a grand gateway to the nation's capital.

The Anacostia Waterfront Initiative (AWI) seeks to restore the river's water quality, reclaim the waterfront as a magnet of activity, and stimulate

sustainable development in waterfront neighborhoods. The development of the South Capitol Street Corridor is an important early step in the reinvestment and reclamation process. There is also a need to support the development of new mixed-use development and employment in the corridor that benefits existing residents, providing transportation support for a variety of new housing and economic development activities. Development in the Southeast Federal Center and Washington Navy Yard, as well as construction of the proposed ballpark and on Buzzard Point, will be adding large numbers of jobs and creating new residential neighborhoods. Early traffic estimates project the addition of 3,250 vehicles and 7,800 pedestrians during ballpark events. The corridor could enhance the vitality and safety of the District's roads and neighborhoods around them, by creating places and destinations for pedestrians and bicycles.

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

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

Issued on: April 21, 2005.

**Gary L. Henderson,**

*Division Administrator, District of Columbia Division, Federal Highway Administration.*

[FR Doc. 05-8330 Filed 4-25-05; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2005-20274; Notice 2]

#### Workhorse Custom Chassis, Grant of Petition for Decision of Inconsequential Noncompliance

Workhorse Custom Chassis (Workhorse) has determined that certain incomplete motor home chassis it produced in 2000 through 2004 do not comply with S3.1.4.1 of 49 CFR 571.102, Federal Motor Vehicle Safety Standard (FMVSS) No. 102, "Transmission shift lever sequence, starter interlock, and transmission braking effect." Pursuant to 49 U.S.C. 30118(d) and 30120(h), Workhorse has petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance

Reports." Notice of receipt of a petition was published, with a 30-day comment period, on March 2, 2005, in the **Federal Register** (70 FR 10164). NHTSA received no comments.

Affected are a total of approximately 42,524 incomplete motor home chassis built between July 2000 and December 31, 2004. S3.1.4.1 of FMVSS No. 102 requires that

If the transmission shift lever sequence includes a park position, identification of shift lever positions \* \* \* shall be displayed in view of the driver whenever any of the following conditions exist: (a) The ignition is in a position where the transmission can be shifted. (b) The transmission is not in park.

Workhorse described its noncompliance as follows:

In these vehicles when the ignition key is in the "OFF" position, the selected gear position is not displayed. "OFF" is a position not displayed, but located between lock and run. The gear selector lever can be moved while the ignition switch is in "OFF."

Workhorse believes that this noncompliance is inconsequential to motor vehicle safety and that no corrective action is warranted. Workhorse stated that:

[T]he vehicles will be in compliance with FMVSS No. 102 during normal ignition activation and vehicle operation. Workhorse believes that the purpose of the rule is to provide the driver with transmission position information for the vehicle conditions where such information can reduce the likelihood of shifting errors. This occurs primarily when the engine is running, and Workhorse's PRNDL is always visible when the engine is running.

Should the shift lever be in any position other than park or neutral, the ignition will not start. \* \* \* Should the Workhorse vehicle be in neutral at the time the ignition is turned to start, the display will immediately come on and be visible to the driver.

There are a number of safeguards to preclude the driver from leaving the vehicle with the vehicle in a position other than in the park position. First, if the driver should attempt to remove the key, the driver will discover that the vehicle is not in park because the key may not be removed. \* \* \* If the driver were to attempt to leave the vehicle without removing the key, the audible warning required by FMVSS No. 114 would immediately sound reminding the driver that the key is still in the vehicle.

Workhorse stated that this situation is substantially the same as for two petitions which NHTSA granted, one from General Motors (58 FR 33296, June 16, 1993) and the second from Nissan Motors (64 FR 38701, June 19, 1999). Workhorse said, "In both of those cases, the PRNDL display would not be illuminated if the transmission was left in a position other than 'park' when the ignition key was turned to 'OFF.'"