

airport and metropolitan area, and points in between.

The Tier I EIS will be carried out in accordance with Council on Environmental Quality (CEQ) regulations (40 CFR part 1500 et seq.) implementing the National Environmental Policy Act (NEPA), FRA's Procedures for Considering Environmental Impacts (64 FR 28545; May 26, 1999), and FHWA regulations (23 CFR part 771 et seq.).

In addition to NEPA, the Tier I EIS will address other applicable statutes, regulations, and executive orders, including the 1990 Clean Air Act Amendments, Section 404 of the Clean Water Act, the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

The goals of the EIS are to: (1) Examine the regional transportation implications of the project concept; (2) evaluate the modal and technology alternatives available to provide HSGT between the two cities; (3) develop and evaluate location alternatives; and (4) determine the logical segments to be carried forward for detailed evaluation in subsequent (Tier II) environmental documents.

In a Tier I EIS, alternatives will be evaluated at a broad level of analysis. Proposed alternatives include a No-Build Alternative (used as a baseline for comparison of all alternatives), HSGT in a corridor that roughly parallels Interstate-75, one or more corridors utilizing a portion of an existing CSX transportation rail line, and a corridor that roughly parallels U.S. Route 411. Other possible corridor locations are expected to be identified during the alternatives development phase of the study.

GDOT will contact appropriate federal, state, and local agencies, as well as other organizations and individuals who have previously expressed interest, or are known to be interested, in this proposal to describe the proposed scope and solicit comments. Formal scoping meetings have been scheduled as indicated above.

Additional public information meetings and public hearings will be held during the development of the Tier I EIS. Public notice will be given of the times and locations of scoping meetings, public information meetings, and public hearings. The Draft Tier I EIS will be made available for review and comment prior to the public hearings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are

identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the Tier I EIS should be directed to GDOT at the addresses provided above.

Issued in Washington, DC on August 16, 2007.

**Rodney Barry, P.E.,**

*Division Administrator, Federal Highway Administration, Atlanta, GA.*

**Mark E. Yachmetz,**

*Associate Administrator for Railroad Development, Federal Railroad Administration, Washington, DC.*

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**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: New London County, CO

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for proposed transportation improvements to 12.3 miles (21 km) of Interstate 95 (I-95) in New London County, Connecticut.

**FOR FURTHER INFORMATION CONTACT:**

Bradley D. Keazer, Division Administrator, Federal Highway Administration, 628-2 Hebron Avenue, Suite 303, Glastonbury, Connecticut 06033, telephone (860) 659-6703, ext. 3009; or Edgar T. Hurlle, Transportation Planning Director, Bureau of Policy and Planning, Connecticut Department of Transportation, 2800 Berlin Turnpike, P.O. Box 317546, Newington, CT 06131-7546, telephone: (860) 594-2005.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Connecticut Department of Transportation (ConnDOT), will prepare an environmental impact statement (EIS) on a proposal for transportation improvements to I-95 between interchanges 70 and 84 in the towns of Old Lyme, East Lyme, Waterford and New London, Connecticut for a distance of approximately 12.3 miles (21 km).

Improvements to the I-95 corridor are considered necessary to improve safety and to provide for increases in projected traffic volumes. Alternatives under consideration include, but are not limited to: (1) Taking no action; and (2) addition of a third travel lane in each direction. The EIS will use data and

findings from two major deficiency and needs studies entitled "Southeastern Connecticut Corridor Study" dated January 1999 and "I-95 Corridor Feasibility Study, Branford to Rhode Island" dated December 2004. Copies of these studies are available from ConnDOT's Office of Environmental Planning at the address shown above.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies and elected officials, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. Public scoping meetings, public hearings and public informational meetings will be held. Public notice will be given of the date, time and place of these meetings and hearings. The draft EIS will be available for public and agency review and comment prior to the public hearings. An Internet Web site will be established to provide information on the project which may be accessed at <http://www.et.gov/dotinfo/>.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to either the FHWA or ConnDOT at the addresses provided above.

(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 CFR 771

Dated: Issued on August 15, 2007.

**Bradley D. Keazer,**

*Division Administrator, Hartford, Connecticut.*

[FR Doc. 07-4127 Filed 8-21-07; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

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

**TIME AND DATE:** October 4, 2007, 11 a.m. to 2 p.m., Eastern Daylight Time.

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

827-4565 to receive the toll free numbers and pass codes needed to participate in the meeting by telephone.

**STATUS:** Open to the public.

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

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

Dated: August 17, 2007.

**William Quade,**

*Associate Administrator, Enforcement and Program Delivery.*

[FR Doc. 07-4137 Filed 8-20-07; 3:36 pm]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Announcement of Project Selections for FY 2007 Discretionary Programs

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) announces the discretionary selection of projects to be funded under Fiscal Year (FY) 2007 appropriations for the Bus and Bus Facilities Program and Alternatives Analysis program, in response to Notices of Funding Availability published March 23, 2007, and additional FY 2007 New Starts allocations.

**FOR FURTHER INFORMATION CONTACT:** The appropriate FTA Regional Administrator for grant-specific issues; or Mary Martha Churchman or Maria Wright, Office of Program Management, 202-366-2053, for general information about the Bus and Bus Facilities Program; Steve Lewis-Workman, 202-366-1868, for general information about the Alternatives Analysis Program; or Sean Libberton, 202-366-5112, for general information about the New Starts program.

**SUPPLEMENTARY INFORMATION:** A total of \$438 million was made available for discretionary allocation by FTA under the Bus and Bus Facilities program in FY 2007 (including \$25 million in unallocated funds from FY 2006). FTA published two notices of funding availability on March 23, 2007, inviting applications for funding. One notice solicited proposals from the 36 most congested cities in the nation, to support transit projects under Urban Partnership Agreements to be negotiated by the Department of Transportation (DOT). To be selected as an Urban Partner, a city had to propose a comprehensive plan to address congestion, including four "T's": Tolling (congestion pricing), Transit, Technology, and Telecommuting. The second notice invited proposals addressing a number of FTA priorities for the Bus and Bus Facilities program, including replacement of over-aged buses, fleet expansion to improve service, and bus related facilities. In response to the two notices, FTA received proposals totaling over \$4 billion.

FTA carefully reviewed all proposals submitted, and rated them based on criteria specified in the notices of funding availability. DOT recently announced the selection of five cities as Urban Partners, and committed to providing \$433 million in discretionary bus program funds to support the transit elements of those Urban Partnership Agreements, and one additional promising project proposed by another Urban Partner candidate. In addition, this announcement includes \$5 million for Minneapolis to meet transit needs as provided in Public Law 110-56. See Table 1 for the allocations. FTA believes that the strategic investment of the bus resources in these projects will demonstrate the important role of transit in addressing congestion and ultimately lead to more support for transit in all areas.

FTA appreciates the time and effort our grantees spent in preparing the many thoughtful proposals we received and regrets that the funding available was not sufficient to fund any of the other meritorious projects submitted for consideration. FTA recognizes that there is an on-going need for critical investment in fleet replacement and facilities, and encourages grantees to consider use of flexible funds available

for either transit or highway use, among other resources.

FTA also solicited applications for Alternatives Analysis projects in a notice published March 23, 2007, with \$12 million available for discretionary allocation. FTA received 36 proposals seeking \$26 million and has selected 26 projects for funding. Two of these projects are associated with Urban Partnership Agreements. See Table 2 in this notice for the allocations.

Finally, in the FY 2007 Notice of FTA FY 2007 Apportionments and Allocations and Program Information, also published March 23, 2007, FTA allocated FY 2007 discretionary New Starts funds to projects with existing Full Funding Grant Agreements and other projects included in the President's Budget Request for FY 2007. Since that time, FTA has allocated an additional \$118.8 million in available FY 2007 New Starts funds to additional New Start and Small Start projects, including one project in the Public-Private Partnership Pilot Program. Funds have also been provisionally allocated to one Urban Partner. These allocations are included in this Notice for your information. See Table 3.

Tables of projects selected under all three programs follow. Grantees selected for competitive discretionary funding should work with their FTA regional office to finalize the application in FTA's electronic award and management system, TEAM, so that funds can be obligated expeditiously. Funds must be used for the purposes specified in the competitive application. No funding allocated for Urban Partnership Agreements may be drawn down by the Urban Partner except in accordance with terms and conditions set forth in a grant agreement contemplated by the "term sheet" executed by Department and the Urban Partner. A discretionary project identification number has been assigned to each project for tracking purposes. Pre-award costs may be incurred as of the date of this notice, unless otherwise restricted by the terms of an Urban Partnership Agreement.

Issued in Washington, DC, this 17th day of August 2007.

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

**BILLING CODE 4910-57-P**