

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement; Cobb, Fulton, and DeKalb Counties, Georgia**

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

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed combined highway and transit project on I-285 in Cobb, Fulton, and DeKalb Counties, Georgia.

**FOR FURTHER INFORMATION CONTACT:** Mr. Wayne Fedora, P.E., Urban Transportation Engineer, FHWA, 61 Forsyth Street, SW., Suite 17T100, Atlanta, Georgia 30303, Telephone: (404) 562-3651; Mrs. Myra R. Immings, Community Planner, Federal Transit Administration, 61 Forsyth Street, SW., Suite 17T50, Atlanta, Georgia 30303, Telephone: (404) 562-3508; Mr. Harvey Keepler, State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, Georgia 30336, Telephone: (404) 699-4401; or Mr. Marvin Woodward, Director of Projects and Planning, Georgia Regional Transportation Authority, 245 Peachtree Center Avenue, NE., Suite 900, Atlanta, Georgia 30303, Telephone: (404) 463-3099.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Federal Transit Administration (FTA), Georgia Department of Transportation, and the Georgia Regional Transportation Authority, will prepare an EIS on a combined highway and transit proposal along I-285 from I-75 in Cobb County to I-85 in DeKalb County, a length of approximately 17 miles. Alternatives under consideration include (1) No Action or No-Build, (2) transportation systems management (TSM), (3) using alternate modes, and (4) various highway and transit build alternatives including high occupancy vehicle (HOV) lanes, bus rapid transit (BRT), truck only lanes, auxiliary lanes, collector-distributor lanes, and interchange improvements along I-285, as well as various improvements on adjacent and intersecting routes along the corridor.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies and to private organizations and citizens who have previously expressed or are known to have interest

in this proposal. A series of public meetings and a public hearing will be held. The Draft EIS will be available for public and agencies review and comments prior to the public hearing. To ensure that the full range of issues related to this proposed project is addressed and all significant issues are identified, formal scoping will be initiated. In addition, we invite all interested parties to submit comments and suggestions. Comments or questions concerning this proposed action should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program. Georgia's approved clearinghouse review procedures apply to this program.)

Issued On: June 29, 2006.

**Ghasson Shanine,**

*Transportation Administrator, FHWA, Atlanta, Georgia.*

[FR Doc. 06-5974 Filed 7-3-06; 8:45 am]

**BILLING CODE 4910-22-M**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement; San Bernardino County, CA**

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public of its intent to prepare an Environmental Impact Statement (EIS) for the proposed U.S. 395 Realignment Freeway/Expressway project on U.S. 395 from the Interstate 15 (I-15)/U.S. 395 interchange to Farmington Road. Part of the realignment would go through the cities of Oak Hills, Hesperia, Victorville, Adelanto and incorporated areas of San Bernardino County, California.

**FOR FURTHER INFORMATION CONTACT:** Tay Dam, Senior Project Development Engineer, Federal Highway Administration, 888 South Figueroa, Suite 1850, Los Angeles, CA, 90017. Telephone: (213) 202-3954. Boniface Udotor, California Department of Transportation District 8, 464 W. Fourth Street, San Bernardino, CA 92401. Telephone: (909) 383-1387.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the California Department of Transportation, District 8, will prepare an EIS to realign U.S. 395 from the I-

15/U.S. 395 interchange to Farmington Road. The proposed U.S. 395 Realignment Freeway/Expressway corridor to be evaluated is located either on existing U.S. 395 or west of existing U.S. 395, through the cities of Oak Hills, Hesperia, Victorville, Adelanto and incorporated areas of San Bernardino County. The entire proposed project length is approximately 45.0 miles long. A preferred alternative has not been selected at this point. All build alternatives begin at the I-15 U.S. 395 interchange and would extend to Farmington Road.

The viable alternatives in the environmental analysis consist of an existing alignment and two realignments upgrading U.S. 395 from a two-lane highway to a six-lane freeway/four-lane expressway configuration. The six-lane freeway portion of the proposed existing alignment/realignments would start at the I-15/U.S. 395 junction and ends at Purple Sage Street. The expressway portion for the proposed action would continue from Purple Sage Street to Farmington Road. The build alternatives will include construction of new interchanges. For consideration in the EIS, the following four alternatives will be analyzed:

- *Alternate A: No Build.* This Alternative consists of no change to existing facilities along the proposed project portion of the U.S. 395 corridor.

- *Alternate D: Existing Alignment.* The Existing Alignment Alternative follows the existing alignment or a slightly offset alignment throughout the project limits.

- *Alternate F: Realignment West of Existing Corridor.* This Alternative proposes to realign the corridor from the I-15/U.S. 395 interchange to Farmington Road. This realignment heads northwest in the vicinity of the Oak Hills Community and the Union Pacific Railroad, and then continues in a northerly direction just west of Caughlin Road within San Bernardino County limits and traversing the western portions of the City of Adelanto, where it converges back to paralleling the existing U.S. 395 alignment for the remainder of the project limits.

- *Alternate G: Realignment West of Existing Corridor along Oro Grande Wash.* This alternative consists of a realignment detaching from existing the I-15/U.S. 395 interchange, where immediately crosses the Union Pacific Railroad within the first 1½ miles heading northeast along the Oro Grande Wash. the realignment continues northeasterly throughout the western portions of the Cities of Hesperia and Victorville and follows in a northerly

direction just west of Cuaglin Road within San Bernardino County limits and traversing the western portions of the City of Adelanto where it converges back to paralleling the existing U.S. 395 alignment for the remainder of the project limits.

The alternatives described above will be further refined through efforts conducted under the National Environmental Policy Act (40 CFR parts 1500–1508, and 23 CFR part 771), the 1990 Clean Air Act Amendments, section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, the section 4(f) of the U.S. Department of Transportation Act, and other Federal environmental protection laws, regulations, policies, and executive orders. The EIS will incorporate comments from the public scoping process as well as analysis in technical studies. Other alternatives suggested during scoping process would be considered during the development of the EIS. The EIS will consider any additional reasonable alternatives identified during scoping process. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, regional and local agencies, and to private organizations and citizens who previously have expressed, or are known to have, an interest in this project. Location and details of the public scoping meeting for the proposed project will be advertised in local newspapers and other media and will be hosted by the California Department of Transportation, District 8.

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

Dated: June 27, 2006.

**Gene K. Fong,**

*Division Administrator, California Division, Federal Highway Administration.*

[FR Doc. 06–5987 Filed 7–3–06; 8:45 am]

**BILLING CODE 4910–22–M**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34895]

#### Knoxville and Holston River Railroad Company, Inc.—Lease and Operation Exemption—CSX Transportation, Inc.

Knoxville and Holston River Railroad Company, Inc. (KHR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease and operate approximately 1.9 miles of rail line owned by CSX Transportation, Inc. The line runs from Third Creek Spur in Knoxville, TN, at approximately V.S. 1+50, to the end of the line at approximately V.S. 101+68.

KHR certifies that its projected revenues as a result of the transaction will not result in the creation of a Class II or Class I rail carrier, and further certifies that its projected annual revenues will not exceed \$5 million.

The transaction was scheduled to be consummated on or after June 23, 2006. If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34895, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423–0001. In addition, one copy of each pleading must be served on Rose-Michele Nardi, Esq., Weiner Brodsky Sidman Kider PC, 1300 19th Street, 5th Floor, Washington, DC 20036.

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

Decided: June 26, 2006.

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

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 06–5913 Filed 7–3–06; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34867]

#### General Railway Corporation, d/b/a Iowa Northwestern Railroad—Exemption for Acquisition of Railroad Line—In Osceola and Dickinson Counties, IA

General Railway Corporation (GRC), d/b/a Iowa Northwestern Railroad, a

Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire from Dickinson Osceola Railroad Association (DORA) approximately 37.30 miles of rail line in Osceola and Dickinson Counties, extending from milepost 215.00 at a point west of Superior, IA, to milepost 252.30 at a point west of Allendorf, IA.<sup>1</sup>

GRC certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class I or Class II rail carrier, and further certifies that its projected annual revenues will not exceed \$5 million.

By decision served on May 25, 2006, the Board's Chairman issued a "housekeeping" stay of the effective date of the notice of exemption in this proceeding to permit full consideration of the issues presented in a petition filed by DORA and Iowa Central Railroad Company to reject or revoke the exemption or to stay its effectiveness.<sup>2</sup> This notice is subject to the housekeeping stay and cannot take effect until further order of the Board.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34867, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423–0001. In addition, one copy of each pleading must be served on Edward J. Fishman, Kirkpatrick & Lockhart Nicholson Graham LLP, 1601 K Street, NW., Washington, DC 20006.

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

Decided: June 27, 2006.

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

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. E6–10432 Filed 7–3–06; 8:45 am]

**BILLING CODE 4915–01–P**

<sup>1</sup> Due to an inadvertent oversight, GRC states that it obtained Board authority to operate the subject line in 2001 but did not obtain authority to acquire it. GRC filed this notice of exemption to correct the error. See *General Railway Corporation d/b/a Iowa Northwestern Railroad Corporation—Operation Exemption—Line of Dickinson Osceola Railroad Association*, STB Finance Docket No. 34037 (STB served and published May 11, 2001).

<sup>2</sup> See *General Railway Corporation, d/b/a Iowa Northwestern Railroad—Exemption for Acquisition of Railroad Line—In Osceola and Dickinson Counties, IA*, STB Finance Docket No. 34867 (STB served May 25, 2006). In this decision, the Chairman also directed GRC to file an amended notice of exemption under 49 CFR 1150.41. This notice was filed pursuant to that directive.