

- Acquisition of ROW from private property owners will be required to construct the new highway.
- Interchanges on Idaho 16 at the following locations: Franklin Road; Ustick Road; US 20/26 (Chinden Boulevard); and Idaho 44 (State Street).
- Grade-separated crossings (overpasses) at the Union Pacific Railroad (UPRR), Cherry Lane, McMillan Road, and Joplin Road.
- A Boise River crossing (single bridge).
- Rerouted and new local streets to maintain access from private properties to public ROWs.
- The project will be constructed in phases, designated as Phase 1 and Phase 2. Phase 1 begins with an at-grade intersection at US 20/26 (Chinden Boulevard) and continues north to an at-grade intersection with Idaho 44 (State Street) and joins with existing Idaho 16. Phase 2 includes constructing Idaho 16 between I-84 and US 20/26 (Chinden Boulevard) and includes replacement of the at-grade intersections at US 20/26 (Chinden Boulevard) and Idaho 44 (State Street) with interchanges. Highway segments for Phase 2 would be programmed and built as funds become available.

The actions by the FHWA, and the laws under which such actions were taken, are described in the Final Environmental Impact Statement (FEIS) for the project approved on February 8, 2011, in the FHWA Record of Decision (ROD) issued on April, 14, 2011, and in other documents in the FHWA project records. The Draft Environmental Impact Statement (DEIS), FEIS, ROD, and other project records are available by contacting the FHWA or the ITD at the addresses provided above.

The DEIS, FEIS, ROD, and published information regarding this project are posted and updated on the ITD Web site at <http://itd.idaho.gov/projects/garvee/D3>. Select "Idaho 16, I-84 to Idaho 44 Environmental Study."

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws, as amended, under which such actions were taken, including but not limited to:

1. *General*: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4347]; Federal-Aid Highway Act [23 U.S.C. 109, 23 U.S.C. 128 and 23 U.S.C. 502]; Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) [23 U.S.C. 139].

2. *Air and Noise*: Clean Air Act [42 U.S.C. 7401–7671(q)]; Noise Standards: [23 U.S.C. 109(i)] (Pub. L. 91–605) (Pub. L. 93–87).

3. *Wildlife*: Endangered Species Act [16 U.S.C. 1531–1544]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(e)]; Migratory Bird Treaty Act [16 U.S.C. 703–712]; Bald and Golden Eagle Protection Act of 1940 [16 U.S.C. 668–668d].

4. *Historic and Cultural Resources*: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470f]; Archeological Resources Protection Act of 1979 [16 U.S.C. 470(aa)–470(mm)]; Archeological and Historic Preservation Act of 1974 [16 U.S.C. 469–469(c)].

5. *Land*: Section 4(f) of The Department of Transportation Act: [23 U.S.C. 138 and 49 U.S.C. 303]; The Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209];

6. *Social and Economic*: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)];

7. *Executive Orders*: E.O. 11988 Floodplain Management; E.O. 11990 Protection of Wetlands; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

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

**Authority:** 23 U.S.C. 139(I)(1).

**Peter J. Hartman,**

*Division Administrator, FHWA—Idaho Division, Boise, Idaho.*

[FR Doc. 2011–19480 Filed 8–1–11; 8:45 am]

**BILLING CODE 4910–22–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Notice of Limitation on Claims Against Proposed Public Transportation Projects

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

**ACTION:** Notice of Limitation on Claims.

**SUMMARY:** This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for the following projects: (1) Ardmore Transit Center, Southeastern Pennsylvania Transportation Authority (SEPTA), Ardmore, Lower Merion Township, Montgomery County, PA; (2)

Charlotte Streetcar Project, City of Charlotte, Charlotte, NC; (3) Cincinnati Streetcar Project, City of Cincinnati, Cincinnati, Hamilton County, OH; (4) Greenville Intermodal Transportation Center, City of Greenville, Greenville, NC; (5) New Kirk Bus Division, Maryland Transit Administration, Baltimore City, MD; (6) Mid-City/Exposition Corridor Light Rail Transit Project, Los Angeles County Metropolitan Transportation Authority (LACMTA), Los Angeles, CA; (7) Moline Multimodal Station, Rock Island County Metropolitan Mass Transit District (MetroLINK), Moline, IL; (8) North White Plains Parking Garage Project, Metropolitan Transportation Authority Metro-North Railroad, White Plains, NY. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject projects and to activate the limitation on any claims that may challenge these final environmental actions.

**DATES:** By this notice, FTA is advising the public of final agency actions subject to Section 139(I) of Title 23, United States Code (U.S.C.). A claim seeking judicial review of FTA actions announced herein for the listed public transportation project will be barred unless the claim is filed on or before January 30, 2012.

**FOR FURTHER INFORMATION CONTACT:** Adam Stephenson, Environmental Protection Specialist, Office of Planning and Environment, 202–366–5183, or Christopher Van Wyk, Attorney-Advisor, Office of Chief Counsel, 202–366–1733. FTA is located at 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 9 a.m. to 5:30 p.m., EST, Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation projects listed below. The actions on these projects, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the projects. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information on the project. Contact information for FTA's Regional Offices may be found at <http://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed projects as of the issuance date of this notice and all laws under which such actions were taken,

including, but not limited to, NEPA [42 U.S.C. 4321–4375], Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303], Section 106 of the National Historic Preservation Act [16 U.S.C. 470f], and the Clean Air Act [42 U.S.C. 7401–7671q]. This notice does not, however, alter or extend the limitation period of 180 days for challenges of project decisions subject to previous notices published in the **Federal Register**. The projects and actions that are the subject of this notice are:

1. *Project name and location:* Ardmore Transit Center, Ardmore, Lower Merion Township, Montgomery County, PA. *Project sponsor:* Southeastern Pennsylvania Transportation Authority (SEPTA). *Project description:* The project is the Ardmore Transit Center, which will be located between, approximately, Station Avenue and the Amtrak Line and Anderson Avenue and the Lower Merion Township Building. The transit center will consist of three main elements: The reconstructed Ardmore Station, located on the site of the existing train station; the parking garage, located on the site of the existing municipal (Athensville) parking lot; and a mixed-use building with below grade parking for tenants, located at the site of the existing SEPTA/Amtrak and municipal parking lots. *Final agency actions:* Section 106 finding of no historic properties affected; no use of Section 4(f) properties; regional and project-level air quality conformity determination; and a Finding of No Significant Impact (FONSI) dated June 2011. *Supporting documentation:* Environmental Assessment dated February 2011.

2. *Project name and location:* Charlotte Streetcar Project, Charlotte, NC. *Project sponsor:* City of Charlotte. *Project description:* The project is a conventional in-street-running electric streetcar operating in mixed traffic along a 10-mile corridor, beginning at Rosa Parks Place Community Transit Center, and proceeding through downtown Charlotte to the proposed Charlotte Gateway Station, the Charlotte Transportation Center, and finally to the Eastland Community Transit Center. A streetcar vehicle maintenance facility will be constructed in a future phase of the project. *Final agency actions:* Section 106 finding of no adverse effect; Section 4(f) *de minimis* impact determination; regional and project-level air quality conformity; and a Finding of No Significant Impact (FONSI) dated June 22, 2011. *Supporting documentation:* Draft

Environmental Assessment dated March 28, 2011.

3. *Project name and location:* Cincinnati Streetcar Project, Cincinnati, OH. *Project sponsor:* City of Cincinnati. *Project description:* The project is a streetcar system that will include one set of at-grade tracks placed along 3.1 miles of city streets, along with 16 new stops with shelters. The project also includes four traction power stations and a maintenance and storage facility. *Final agency actions:* a Section 106 Memorandum of Agreement; no use of Section 4(f) properties; project-level air quality conformity; and a Finding of No Significant Impact (FONSI) dated June 2011. *Supporting documentation:* Environmental Assessment dated March 2011 and Supplemental Environmental Assessment dated May 2011.

4. *Project name and location:* Greenville Intermodal Transportation Center, Greenville, NC. *Project sponsor:* City of Greenville. *Project description:* The project will construct an intermodal transportation center (ITC) in downtown Greenville. The project would include a two-story transfer center with space for public areas, ticketing services, support facilities, small retail areas, covered bus bays, limited automobile parking, taxi waiting space, and space for regional bus services. *Final agency actions:* a Section 106 Memorandum of Agreement; Section 4(f) determination; and a Finding of No Significant Impact (FONSI) dated June 2011. *Supporting documentation:* Environmental Assessment dated April 2011.

5. *Project name and location:* New Kirk Bus Division, Baltimore City, MD. *Project sponsor:* Maryland Transit Administration. *Project description:* The project is to expand and modernize the existing Kirk Division bus garage and maintenance facility. *Final agency actions:* Section 106 finding of no historic properties affected; no use of Section 4(f) properties; and a Finding of No Significant Impact (FONSI) dated April 2011. *Supporting documentation:* Environmental Assessment dated March 2011.

6. *Project name and location:* Mid-City/Exposition Corridor Light Rail Transit Project, Los Angeles, CA. *Project sponsor:* Los Angeles County Metropolitan Transportation Authority. *Project description:* The Mid-City/Exposition Corridor Light Rail Transit Project consists of a light rail system that would run 8.6 miles from 7th Street/Metro Center Station in Downtown Los Angeles to the intersection of Washington and National Boulevards in Culver City. The light rail transit fixed guideway would operate in a dual track configuration mainly at-

grade in selected streets or in an exclusive LACMTA-owned Right-of-Way. FTA reviewed information provided by LACMTA on project enhancements proposed since the FTA issued a First Addendum to the Record of Decision (ROD) in March 2009. Since the First Addendum, the project changed to include the addition of the Farmdale Station, which requires construction of a new Dorsey High School staff parking lot. The Farmdale Station and associated parking lot construction were fully evaluated in a Supplemental Environmental Assessment/Finding of No Significant Impact (EA/FONSI). The revised project also includes modification of the Storage and Inspection Facility at Long Beach Avenue. The concept for the Storage and Inspection Facility is similar to the Midday Layover Facility that was originally proposed in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), and would not result in any environmental changes or new potentially significant environmental impacts beyond those evaluated in the Final EIS/EIR. *Final agency actions:* FONSI, dated November 2010 and the Second Addendum to the ROD signed June 2011. *Supporting documentation:* Final EIS/EIR dated October 2005; Supplemental EA, dated October 2010.

7. *Project name and location:* Moline Multimodal Station, Moline, IL. *Project sponsor:* Rock Island County Metropolitan Mass Transit District (MetroLINK). *Project description:* The project is to construct a Multimodal Station in Moline, IL, which includes the adaptive re-use of a six-story warehouse located at 1201 4th Avenue. *Final agency actions:* Section 106 finding of no adverse effect; *de minimis* impact to Section 4(f) properties; and Documented Categorical Exclusion and FTA Findings dated June 2011. *Supporting documentation:* Documented Categorical Exclusion and FTA Findings dated June 2011.

8. *Project name and location:* North White Plains Parking Garage Project, White Plains, NY. *Project sponsor:* Metropolitan Transportation Authority Metro-North Railroad. *Project description:* The project is to construct an approximately 500-space, five-story parking garage to accommodate the future long-term ridership growth and demand for parking at the North White Plains railroad station. The parking garage would be located on a 0.854-acre property owned by Metro-North located at 50 Harlem Avenue. *Final agency actions:* Section 106 finding of no effect; no use of Section 4(f) properties and a Finding of No Significant Impact

(FONSI) dated June 2011. *Supporting documentation:* Environmental Assessment dated January 2010.

Issued on: July 27, 2011.

**Elizabeth S. Riklin,**

*Deputy Associate Administrator for Planning and Environment, Washington, DC.*

[FR Doc. 2011-19434 Filed 8-1-11; 8:45 am]

**BILLING CODE**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Announcing the Nineteenth Public Meeting of the Crash Injury Research and Engineering Network (CIREN)

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Meeting announcement.

**SUMMARY:** This notice announces the Nineteenth Public Meeting of members of the Crash Injury Research and Engineering Network. CIREN is a collaborative effort to conduct research on crashes and injuries at six Level I Trauma Centers across the United States linked by a computer network. The current CIREN model utilizes two types of centers, medical and engineering. Medical centers are based at Level I Trauma Centers that admit large numbers of people injured in motor vehicle crashes. These teams are led by trauma surgeons and emergency physicians and also include a crash investigator and project coordinator. Engineering centers are based at academic engineering laboratories that have experience in motor vehicle crash and human injury research. Engineering teams partner with trauma centers to enroll crash victims into the CIREN program. Engineering teams are led by mechanical engineers, typically trained

in the area of impact biomechanics. Engineering teams also include trauma/emergency physicians, a crash investigator, and a project coordinator. Either type of team typically includes additional physicians and/or engineers, epidemiologists, nurses, and other researchers. The CIREN process combines prospective data collection with professional multidisciplinary analysis of medical and engineering evidence to determine injury causation in every crash investigation conducted. Researchers can review data and share expertise, which may lead to a better understanding of crash injury mechanisms and the design of safer vehicles.

The six centers will give presentations on current research based on CIREN data. Topics include side air bag analysis utilizing CIREN weighted data; the role of frailty in crash related injuries; fatalities and serious injuries in multiple event rollover crashes; validation of prehospital trauma triage; mechanism of injury; small overlap frontal crashes and injury causation; and brain injury analysis. The final agenda will be posted to the CIREN Web site that can be accessed by going to the NHTSA homepage <http://www.nhtsa.dot.gov/>, click on Vehicle Safety Research on the right side of the top toolbar, then click on Crash Injury Research and Engineering Network (CIREN) in the box on the left. The agenda will be posted one week prior to the meeting.

**DATES AND TIME:** The meeting is scheduled from 9 a.m. to 4 p.m. on Wednesday, September 7, 2011.

**ADDRESSES:** The meeting will be held at: Department of Transportation Headquarters, Oklahoma Room, 1200 New Jersey Avenue, SE., Washington, DC 20590.

*To Register for this Event:* It is essential that you pre-register to

expedite the security process for entry to the meeting facility. Please send your name, affiliation, phone number, and e-mail address to [Rodney.Rudd@dot.gov](mailto:Rodney.Rudd@dot.gov) by Thursday, September 1, 2011, in order to have your name added to the pre-registration list. Everyone must have a government-issued photo identification to be admitted to the facility.

*For General Information:* Rodney Rudd (202) 366-5932, Mark Scarboro (202) 366-5078 or Cathy McCullough (202) 366-4734.

**SUPPLEMENTARY INFORMATION:** NHTSA has held CIREN public meetings on a regular basis since 2000, including quarterly meetings and annual conferences. This is the nineteenth such meeting. Presentations from these meetings are available through the NHTSA Web site. NHTSA plans to continue holding CIREN meetings on a regular basis to disseminate CIREN information to interested parties. Individual CIREN cases collected since 1998 may be viewed from the NHTSA/CIREN Web site at the address provided above. Should it be necessary to cancel the meeting due to inclement weather or to any other emergencies, a decision to cancel will be made as soon as possible and posted immediately on CIREN's Web site as indicated above. If you do not have access to the Web site, you may call or e-mail the contacts listed in this announcement and leave your telephone number or e-mail address. You will be contacted only if the meeting is postponed or canceled.

Issued on: July 27, 2011.

**John Maddox,**

*Associate Administrator for Vehicle Safety Research.*

[FR Doc. 2011-19456 Filed 8-1-11; 8:45 am]

**BILLING CODE 4910-59-P**