

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Notice to Rescind the Notice of Intent to Prepare an Environmental Impact Statement (EIS), Kootenai County, ID**

AGENCY: Federal Highway Administration.

ACTION: Rescind Notice of Intent to prepare an Environmental Impact Statement.

SUMMARY: The FHWA is issuing this notice to advise the public that the Notice of Intent published on May 27, 2005 (Volume 70, Number 102) to prepare an EIS for a proposed highway project in Kootenai County, Idaho is being rescinded.

FOR FURTHER INFORMATION CONTACT: Mr. John Perry, Field Operations Engineer, Federal Highway Administration, 3050 Lakeharbor Lane, Suite 126, Boise, Idaho 83703, Telephone: (208) 334-9180, or Mr. Michael Hartz, Sr. Environmental Planner, Idaho Transportation Department District 1, 600 W. Prairie Ave, Coeur d'Alene, Idaho 83815-8764, Telephone: (208) 772-8018.

SUPPLEMENTARY INFORMATION: The Federal Highway Administration (FHWA), in cooperation with Idaho Transportation Department (ITD), published a Notice of Intent (NOI) on May 27, 2005 (Volume 70, Number 102) to prepare an Environmental Impact Statement (EIS) on a proposal to improve Interstate 90 (I-90) in Kootenai County, Idaho. The proposed improvements involved access and mobility enhancements on I-90 between the Spokane Street interchange to the west at approximately milepost (MP 4.3) and State Highway (SH) 41 interchange (approximately MP 7.6) to the east for a distance of about three (3) miles. The purpose of this project was to provide transportation system solutions on the I-90 corridor, from the Spokane Street Interchange through the SH 41 Interchange, that would enhance access and cross-freeway mobility, improve traffic operations within the corridor, and provide safe and efficient movement of people, goods and services, while giving full consideration to local roads as primary transportation corridors. This project was needed because congestion and safety concerns were rising within the project corridor and travel times for local and through traffic had been increasing. These conditions arose from increased and projected increased regional travel demand due to planned community growth, limited local city street

connectivity to and across I-90, and mobility limitations at existing interchanges. Ten alternatives considered included (a) taking no action, (b) applying enhanced Transportation Systems and Transportation Demand Management methods on existing transportation systems, (c) Transit, and (d) seven combinations of actions that included some or all of the following: interchange modifications at the Spokane Street Interchange, interchange modifications at the SH 41 Interchange, expansion of SH 41 to six lanes; interchange modifications at the Seltice Way Interchange, a new interchange or an I-90 grade separation at Greensferry Road, an I-90 grade separation at Syringa Street, applying access management on Seltice Way, and auxiliary lanes and/or collector distributor roads on I-90 from the Spokane Street Interchange to the SH 41 Interchange.

A Draft EIS was published, and a Public Hearing was held on Oct. 29, 2008. A preferred alternative was identified that consisted of a combination of several improvements at the SH 41 Interchange, Spokane St. Interchange, as well as a new Greensferry Interchange, combined with removal of the half interchange at Seltice. Impacts to the social, economic, and natural environment were minimal. After receiving minor comments during the public review period, work on the Final EIS commenced, along with preparation of the Interchange Justification Report (IJR). At that point in the project, an update to the regional traffic model was released. The updated regional traffic model showed a significant drop in the projected traffic volumes and congestion within the project corridor that has resulted in the project's purpose and need being satisfied with minor safety and congestion improvements which may include improvements to existing interchanges and local intersections to meet the future needs of the corridor. These safety and congestion improvements are not anticipated to result in significant impacts on the human or natural environment. The NOI is being rescinded due to the significant decrease in the project scope and the low potential for significant impacts from the alternatives being considered.

If, at a future time, FHWA determines that the proposed improvements are likely to have a significant impact on the environment, a new NOI to prepare an EIS will be published.

To ensure that the full range of issues related are identified, comments or questions regarding this action to

rescind the NOI are invited from all interested parties. These comments or questions should be directed to FHWA or ITD at the addresses provided above.

Authority: 23 CFR 771.123.

Dated: June 26, 2012.

Peter J. Hartman,

Division Administrator, FHWA Idaho Division.

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DEPARTMENT OF THE TREASURY**Fiscal Service**

[Dept. Circular 570; 2012 Revision]

Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies

Effective July 2, 2012.

This Circular is published annually, solely for the information of Federal bond-approving officers and persons required to give bonds to the United States. Copies of the Circular and interim changes may be obtained directly from the internet or from the Government Printing Office (202) 512-1800. (Interim changes are published in the **Federal Register** and on the internet as they occur). Other information pertinent to Federal sureties may be obtained from the U.S. Department of the Treasury, Financial Management Service, Surety Bond Branch, 3700 East West Highway, Room 6F01, Hyattsville, MD 20782, Telephone (202) 874-6850 or Fax (202) 874-9978.

The most current list of Treasury authorized companies is always available through the Internet at www.fms.treas.gov/c570. In addition, applicable laws, regulations, and application information are also available at the same site.

Please note that the underwriting limitation published herein is on a per bond basis but this does not limit the amount of a bond that a company can write. Companies are allowed to write bonds with a penal sum over their underwriting limitation as long as they protect the excess amount with reinsurance, coinsurance or other methods as specified at 31 CFR 223.10-11. Please refer to Note (b) at the end of this publication.

The following companies have complied with the law and the regulations of the U.S. Department of the Treasury. Those listed in the front of this Circular are acceptable as sureties and reinsurers on Federal bonds