

West Railroad Company LLC, and Temple & Central Texas Railway, Inc.

The parties state that: (1) The rail line to be operated by P&N does not connect with any other railroads in the corporate family; (2) the transaction is not part of a series of anticipated transactions that would connect this rail line with any other railroad in the corporate family; and (3) the transaction does not involve a Class I rail carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here, because all of the carriers involved are Class III carriers.

If the verified 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 effectiveness of the exemption. Petitions for stay must be filed no later than September 3, 2010 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35403, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Louis E. Gitomer, 600 Baltimore Ave., Suite 301, Towson, MD 21204.

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

Decided: August 26, 2010.

By the Board.

Rachel D. Campbell,
Director, Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2010-21805 Filed 8-31-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Opportunity Corridor, City of Cleveland, Cuyahoga County, OH

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 will be prepared for transportation improvements proposed in Cuyahoga County, Ohio.

FOR FURTHER INFORMATION CONTACT:

Laura S. Leffler, Division Administrator,
Federal Highway Administration, 200
North High Street, Room 328,
Columbus, Ohio 43215, Telephone:
(614) 280-6896.

SUPPLEMENTARY INFORMATION: The Federal Highway Administration (FHWA), in cooperation with the Ohio Department of Transportation (ODOT), will prepare an Environmental Impact Statement (EIS) on a proposal to construct new roadways on new alignments between Interstate 490 and the University Circle area of Cleveland, Ohio. The study area extends from Interstate 77/Interstate 490 in the west to East 105th Street and Chester Avenue (U.S. 322) in the east and is located entirely in the City of Cleveland, Ohio. The study area runs generally parallel to the existing railroad transportation corridor containing Greater Cleveland Regional Transit Authority's (GCRTA) Red Line and freight tracks owned and operated by Norfolk Southern Corporation (NS) and CSX Corporation (CSX).

The purpose of the transportation improvement is to create the transportation infrastructure to improve mobility and access in southeast Cleveland and support the revival and redevelopment of large tracts of vacant industrial and residential land within an area bounded by Cedar Avenue on the north, east 55th Street on the West, Woodhill Road/East 93rd Street on the east and Union Avenue on the south. Actions under consideration include (1) six various alternatives to construct a boulevard type roadway including a multi-lane urban arterial with curbs, an elevated landscape median, multi-modal facilities, landscaping and lighting, and (2) taking no action. The current six various alternatives have been born out of a previous planning study called the University Circle Access Boulevard. The project development process including the refinement of Conceptual Alternatives and the development of Feasible Alternatives will be included in the Draft EIS.

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 hearings will be held in the project area. Public notice will be given of the exact time and place of the meetings and the hearing to be held for the project. The Draft EIS will be available for public and agency review and comment prior to the Public Hearing.

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 or the EIS should be directed to the FHWA at the address 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 U.S.C. 315; 49 CFR 1.48.

Issued on: August 19, 2010.

Laura S. Leffler,

*Division Administrator, Federal Highway
Administration, Columbus, Ohio.*

[FR Doc. 2010-21911 Filed 8-31-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on East Lake Sammamish Master Plan Trail in King County, WA

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims
for Judicial Review of Actions by FHWA
and Other Federal Agencies.

SUMMARY: This notice announces actions taken by FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed transportation enhancement project, the East Lake Sammamish Trail, starting at Gilman Boulevard in Issaquah, Washington and ending at Bear Creek Trail in Redmond, Washington. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the transportation project will be barred unless the claim is filed on or before February 28, 2011. If the Federal law that authorizes judicial review of a claim provides a