

days from the date of receipt to file an appeal.

Parties who do not file an appeal in accordance with the requirements of 43 CFR part 4, subpart E, shall be deemed to have waived their rights.

**ADDRESSES:** A copy of the decision may be obtained from: Bureau of Land Management, Alaska State Office, 222 West Seventh Avenue, #13, Anchorage, Alaska 99513-7504.

**FOR FURTHER INFORMATION CONTACT:** The Bureau of Land Management by phone at 907-271-5960, or by e-mail at [ak.blm.conveyance@ak.blm.gov](mailto:ak.blm.conveyance@ak.blm.gov). Persons who use a telecommunication device (TTD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8330, 24 hours a day, seven days a week, to contact the Bureau of Land Management.

**Kara Marciniac,**

*Land Law Examiner, Branch of Adjudication II.*

[FR Doc. E7-11283 Filed 6-11-07; 8:45 am]

**BILLING CODE 4310-SS-P**

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[CO-922-07-1310-FI; COC63509]

#### Notice of Proposed Reinstatement of Terminated Oil and Gas Lease

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Notice of proposed reinstatement of terminated oil and gas lease.

**SUMMARY:** Under the provisions of 30 U.S.C. 188(d) and (e), and 43 CFR 3108.2-3(a) and (b)(1), the Bureau of Land Management (BLM) received a petition for reinstatement of oil and gas lease COC63509 from Beartooth Oil and Gas Company, for lands in Moffat County, Colorado. The petition was filed on time and was accompanied by all the rentals due since the date the lease terminated under the law.

**FOR FURTHER INFORMATION CONTACT:** Bureau of Land Management, Milada Krasilinec, Land Law Examiner, Branch of Fluid Minerals Adjudication, at 303-239-3767.

**SUPPLEMENTARY INFORMATION:** The lessee has agreed to the amended lease terms for rentals and royalties at rates of \$10.00 per acre or fraction thereof, per year and 16⅔ percent, respectively. The lessee has paid the required \$500 administrative fee and \$163 to reimburse the Department for the cost of this **Federal Register** notice. The lessee has met all the requirements for

reinstatement of the lease as set out in Section 31(d) and (e) of the Mineral Lands Leasing Act of 1920 (30 U.S.C. 188), and the Bureau of Land Management is proposing to reinstate lease COC63509 effective May 1, 2007, under the original terms and conditions of the lease and the increased rental and royalty rates cited above.

Dated: June 6, 2007.

**Milada Krasilinec,**

*Land Law Examiner.*

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**BILLING CODE 4310-JB-P**

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[NM-952-07-1420-BJ]

#### Notice of Filing of Plats of Survey; New Mexico

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Notice.

**SUMMARY:** The plats of survey described below are scheduled to be officially filed in the New Mexico State Office, Bureau of Land Management, Santa Fe, New Mexico, (30) thirty calendar days from the date of this publication.

#### SUPPLEMENTARY INFORMATION:

##### New Mexico Principal Meridian, New Mexico

The plat representing the dependent resurvey and survey for Township 12 North, Range 12 East, accepted January 19, 2007, for Group 1047 New Mexico.

The plat representing the dependent resurvey and survey for Township 13 North, Range 14 East, accepted January 29, 2007, for Group 1059 New Mexico.

The plat representing the dependent resurvey for Township 7 North, Range 3 East, accepted March 12, 2007, for Group 1039 New Mexico.

The plat representing the dependent resurvey and survey for Township 17 North, Range 8 East, accepted March 14, 2007, for Group 1050 New Mexico.

The plat representing the dependent resurvey and survey for Township 17 North Range 9, East, accepted March 20, 2007, for Group 1058 New Mexico.

The plat representing the dependent resurvey and subdivision of sections for Township 24 North, Range 9 East, accepted March 26, 2007, for Group 998 New Mexico.

The plat in two sheets representing the dependent resurvey and subdivision of sections for Township 14 North, Range 18 West, accepted April 30, 2007, for Group 1038 New Mexico.

The plat in representing the dependent resurvey and subdivision of sections for Township 3 North, Range 6 West, accepted March 30, 2007, for Group 1056 New Mexico.

The plat representing the dependent resurvey for Township 16 North, Range 5

East, accepted May 14, 2007, for Group 1001 New Mexico.

The plat in four sheets, representing the dependent resurvey and survey for Township 15 North, Range 6 East, accepted May 14, 2007, for Group 1001 New Mexico.

The plat in five sheets, representing the dependent resurvey and survey for Township 15 North, Range 5 East, accepted May 14, 2007, for Group 1001 New Mexico.

##### Indian Meridian, Oklahoma

The plat representing the dependent resurvey and survey for Township 6 North, Range 5 West, accepted January 10, 2007, for Group 131 Oklahoma.

The plat representing the dependent resurvey and subdivisions of sections for Township 22 North, Range 1 East, accepted March 21, 2007 for Group 141 Oklahoma.

The plat representing the dependent resurvey for Township 6 North, Range 5 West, accepted January 10, 2007 for Group 131 Oklahoma.

The plat representing the dependent resurvey and subdivision of section 30 for Township 2 North, Range 14 West, accepted December 27, 2006, for Group 142 Oklahoma.

The plat representing the dependent resurvey and subdivision of sections for Township 8 North, Range 6 East, accepted February 8, 2007, for Group 108 Oklahoma.

The supplemental plat of section 3, Township 5 South, Range 14 West, accepted January 18, 2007, Oklahoma.

The supplemental plat of sections 4 and 9, Township 5 South, Range 14 West, accepted January 18, 2007, Oklahoma.

The plat representing the dependent resurvey for Township 21 North, Range 9 East, accepted September 26, 2006 for Group 129 Oklahoma.

The plat in two sheets, representing the dependent resurvey and survey for Township 21 North, Range 8 East, accepted September 28, 2006 for Group 129 Oklahoma.

If a protest against a survey, as shown on any of the above plats is received prior to the date of official filing, the filing will be stayed pending consideration of the protest. A plat will not be officially filed until the day after all protests have been dismissed.

A person or party who wishes to protest against any of these surveys must file a written protest with the New Mexico State Director, Bureau of Land Management, stating that they wish to protest.

A statement of reasons for a protest may be filed with the notice of protest to the State Director, or the statement of reasons must be filed with the State Director within thirty days after the protest is filed.

**FOR FURTHER INFORMATION CONTACT:** These plats will be available for inspection in the new Mexico State Office, Bureau of Land Management, and P.O. Box 27115, Santa Fe, New Mexico, 87502-0115. Copies may be obtained from this office upon payment of \$1.10 per sheet.

Dated: May 31, 2007.

**Robert A. Casias,**

*Chief Cadastral Surveyor, New Mexico.*

[FR Doc. 07-2896 Filed 6-11-07; 8:45 am]

BILLING CODE 4310-FM-M

## DEPARTMENT OF THE INTERIOR

### National Park Service

#### **Draft Environmental Impact Statement for the Marin Headlands-Fort Baker, Transportation Infrastructure and Management Plan, Golden Gate National Recreation Area, Marin County, CA; Notice of Availability**

**SUMMARY:** Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969 (Pub. L. 91-190, 42 U.S.C. 4321-4347, January 1, 1970, as amended), and the Council on Environmental Quality Regulations (40 CFR parts 1500 through 1508), the National Park Service, Department of the Interior, has prepared a Draft Environmental Impact Statement for the Marin Headlands-Fort Baker Transportation Infrastructure and Management Plan. The project would provide greater access to and within the Marin Headlands and Fort Baker areas for a variety of users in a way that minimizes or avoids impacts to the rich natural diversity and cultural resources of these areas within Golden Gate National Recreation Area (GGNRA). Roadway infrastructure would be rehabilitated or reconstructed with non-character altering roadway widening, and parking facilities would be improved. Additional transit options would be provided to and within areas to improve access to visitor sites. Pedestrian and bicycle facilities would be improved through closure and rerouting of existing trails and construction of new trails. A successful project would meet the following goals: (1) Promote public transit, pedestrian, and bicycle travel to and within GGNRA to improve visitor experience and enhance environmental quality; (2) Rehabilitate the Marin Headlands-Fort Baker transportation road and trail infrastructure in a manner that protects resources and improves safety and circulation; (3) Reduce traffic congestion at key GGNRA locations and connecting roads.

**Proposal and Alternatives:** As noted, this Draft Environmental Impact Statement (EIS) describes and analyzes four alternatives. *Alternative 1*, the No Action Alternative, would not deviate from the existing management direction; it serves as an environmental baseline from which potential effects of the three

“action” alternatives may be compared. *Alternative 2* would provide basic multi-modal access. Roadway infrastructure would be rehabilitated within the existing roadway width; parking facilities would be improved; transit service to the Marin Headlands would be expanded on weekends; and minor pedestrian and bicycle facility enhancements would be implemented to improve access to these GGNRA areas. *Alternative 4* would provide maximum multi-modal access. Roadway infrastructure would be reconstructed throughout the study area, and parking facilities would be improved. Transit options would include the addition of connections to regional transit centers outside of GGNRA. Extensive pedestrian and bicycle facility enhancements would be implemented, including closure and rerouting of existing trails, construction of new trails, and road widening to allow for bicycle lane construction on nearly all major roads.

*Alternative 3* is the Agency Preferred alternative. *Alternative 3* would provide enhanced multi-modal access. Roadway infrastructure would be rehabilitated or reconstructed with non-character altering roadway widening, and parking facilities would be improved. Additional transit options would be provided to and within the Marin Headlands and Fort Baker (MH/FB) areas to improve access. Pedestrian and bicycle facilities would be improved through closure and rerouting of existing trails and construction of new trails. Key project elements include the following:

**Roadways and Vehicular Circulation:** At selected sites within the area of potential effect, roads and intersections will be modified to improve safety and operations. Modifications include widening the road widths from two to four feet to allow for the provision of Class 2 bicycle lanes or improved safety on Class 3 bike routes, and reconstructing intersections from a “Y” to a “T” configuration. In addition GGNRA would implement a wayfinding program and “intelligent transportation system” (ITS) technologies to improve visitor information and reduce traffic congestion at key locations.

**Parking Management and Fees:** In many MH/FB locations parking areas would be reconfigured, delineated, and formalized, in order to improve parking operations, reduce congestion, better match parking supply with demand, and reduce natural resource impacts. A parking fee program would be implemented to provide enhanced transit service operations.

**Bicycle and Pedestrian Improvements:** Class 1 bicycle path and Class 2 bicycle

lanes would be added in several locations, and extensive improvements to pedestrian trails would be implemented. A new bicycle/pedestrian trail would be constructed to provide a separate facility connecting Fort Baker to the bike lanes at Barry-Baker tunnel and the Marin Headlands. Rodeo Valley Trail would be widened with a hardened surface between Capehart Housing and Bunker Road at Rodeo Lagoon to provide a Class 1 bicycle path and hiking trail. The Coastal Trail would be rerouted from its current interior Rodeo Valley alignment to a more coastal alignment with spectacular views.

**Transit Services:** Existing transit services in the MH/FB areas would be enhanced to improve access to and within these areas. The goal would be to provide transit access seven days a week by expanding MUNI and Golden Gate Transit service on existing routes, and by implementing additional park shuttle service.

**Car-Free Days and Special Events:** A program of car-free days would be established on selected days on a trial basis; after review of the demonstration program, GGNRA may adjust the number of car-free days or the scheduled times and operations. This program would allow visitors to experience these areas with minimal vehicular traffic and would encourage visitors to use alternative modes of transportation to access and travel within GGNRA.

**Natural Resource Enhancements:** Efforts to protect and enhance natural resources would include restoring the wetland community at the unpaved parking lot at Rodeo Beach; repairing gullies that have eroded due to past poor drainage along Conzelman roadway; and removing fill and restoring wetlands along Rodeo Lagoon/Lake on selected portions of Smith and Bunker Roads.

**Scoping and Public Involvement:** The Notice of Intent to prepare an EIS was published in the **Federal Register** on April 10, 2002. Early in the EIS scoping phase three public meetings were hosted in San Francisco, Marin City, and Oakland. The San Francisco meeting occurred on March 26, 2002 during a meeting of the GGNRA Advisory Committee (approximately ten members of the public attended the meeting). The Marin City meeting occurred on April 10, 2002 at the Manzanita Community Center in Marin City (approximately 20 members of the public attended). The Oakland meeting occurred on April 11, 2002 at the Metropolitan Transportation Commission Auditorium in Oakland.