

review, TDOT, in November 2003, referred the project back to local officials for further review. The James White Parkway—Chapman Highway Corridor Study Task Force, with technical support from the Knoxville—Knox County Metropolitan Planning Commission and the Knoxville Regional Transportation Planning Organization, conducted an extensive review of the project. The task force was authorized by the Knoxville City Council in January 2002 and was expanded in the spring of 2004 to include a broad cross-section of stakeholders from both the City of Knoxville and Knox County. In January 2005, the task force recommended that additional alternatives be studied for extending James White Parkway, including extending the southern terminus to Governor John Sevier Highway (SR-168).

During preparation of the EA for the segment of the project between Old Sevierville Pike and Chapman Highway, several environmental issues were identified that suggested other alternative alignments should be studied and evaluated. These identified issues could result in potential significant impacts. Therefore, due to potential environmental impacts in the study area, community concerns, and the desire to extend the project's south terminus, the FHWA in cooperation with TDOT will now prepare an EIS. The EIS will be for a proposal to complete State Route 71, South Knoxville Boulevard, from Governor John Sevier Highway (State Route 168) to Moody Avenue in Knox County, Tennessee, a distance of approximately four miles, depending upon the alternative alignment that could be selected.

Alternatives to be considered include: (1) No-build; (2) a Transportation System Management alternative; (3) one or more build alternatives that could include constructing a roadway on a new location, upgrading existing Chapman Highway (U.S. 441/State Route 33/71), or a combination of both; and (4) other alternatives that may arise from public input. Public scoping meetings will be held for the project corridor. As part of the scoping process, Federal, State, and local agencies and officials; private organizations; citizens; and interest groups will have an opportunity to identify issues of concern and provide input on the purpose and need for the project, range of alternatives, methodology, and the development of the EIS. A Coordination Plan will be developed to include the public in the project development process. This plan will utilize the following outreach efforts to provide

information and solicit input: newsletters; an internet website; e-mail and direct mail; informational meetings and briefings; public hearings; and other efforts as necessary and appropriate. A public hearing will be held upon completion of the Draft EIS and public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearings.

To ensure that the full range of issues related to this proposed action are identified and taken into account, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the FHWA contact person 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 proposed program.)

Issued on: April 25, 2007.

Karen M. Brunelle,

Planning and Program Mgmt. Team Leader, Nashville, TN.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Port Huron township and City of Port Huron, MI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is reissuing this Notice to advise the public of changes to the Environmental Assessment that was to be prepared for the proposed improvements to the I-94/I-69 corridor and the Black River Bridge in Port Huron Township, MI and changes to the Environmental Impact Statement that was to be prepared for the proposed improvements to the United States Port of entry Plaza for the Blue Water Bridge in St. Clair County, Michigan. This Notice revises the published Notices of Intent of January 27, 2005 and November 7, 2006.

FOR FURTHER INFORMATION CONTACT: Mr. Ryan Rizzo, Major Projects Manager, Federal Highway Administration, 315 W. Allegan Street, Room 201, Lansing, Michigan 48933, Telephone (517) 702-1833.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the Michigan Department of Transportation (MDOT) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for potential improvements to the United States Border Plaza at the Blue Water Bridge.

The Blue Water Bridge is a major passenger and commercial border crossing between the United States and Canada and is the termination point for I-94 in the United States and for Highway 402 in Canada. MDOT owns and operates the Blue Water Bridge in conjunction with the Canadian Blue Water Bridge Authority (BWBA). MDOT also owns and operates the Blue Water Bridge Border Plaza. Several inspection agencies operate on the United States Plaza. The agencies are responsible for inspecting vehicles, goods, and people entering the United States and include: The Bureau of Customs and border Protection (CBO), the United States Department of Agriculture (USDA), and the Food and Drug Administration (FDA). The inspection agencies lease facilities on the United States Plaza from MDOT through the General Services Administration (GSA), which serves as the Federal-leasing agent. MDOT collects tolls from vehicles departing the United States for Canada on the plaza.

The study area is located within the City of Port Huron and Port Huron Township. The study area consists of approximately 30 blocks (195 acres) of urban land use surrounding the existing plaza and ramps and extends to the west along I-94/I-69 approximately 2.2 miles. The study area includes the Black River Bridge, Water Street interchange, Lapeer Connector interchange, and locations for possible off-site inspection facilities, located north of I-94/I-69 and west of the Water Street interchange.

In September 2002, this project started as an Environmental Assessment (EA) and proceeded through the scoping phase, Purpose and Need documentation, and three public information meetings. As a result of identified potentially significant impacts, FHWA and MDOT concluded in 2004 that an Environmental Impact Statement should be completed. In 2006 after further analysis, it was decided that the project could be split into two environmental documents: and Environmental Assessment for the I-94/I-69 corridor improvements and an Environmental Impact Statement for the plaza project. In early 2007, after additional consultation with stakeholders and interested parties, it was determined that the two separate studies should be merged into one and

the I-94/I-69 improvements will be a part of the Environmental Impact Statement.

Four plaza and transportation improvement alternatives have been identified within the recommended study area. Alternatives will include: (1) No-Build Alternative, (2) Township alternative with a secured I-94 corridor, (3) City alternative with Pine Grove Avenue relocated to the east and an unsecured I-94 corridor.

Agency and citizen involvement will continue to be solicited throughout this process. A public hearing will be held on the Draft Environmental Impact Statement (DEIS). Public notice will be given of the time and place of the hearing. The DEIS 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 and the EIS should be directed to the FHWA at the address provided above.

Issued on: April 20, 2007.

James J. Steele,

Division Administrator, Lansing, Michigan.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2007-28055]

Demonstration Project on NAFTA Trucking Provisions

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice; request for public comment.

SUMMARY: FMCSA announces the initiation of a project to demonstrate the ability of Mexico-based motor carriers to operate safely in the United States beyond the commercial zones along the U.S.-Mexico border. The project is part of FMCSA's implementation of the North American Free Trade Agreement (NAFTA) cross-border trucking provisions. The demonstration project will allow up to 100 Mexico-domiciled motor carriers to operate throughout the United States for one year. Up to 100 U.S.-domiciled motor carriers will be granted reciprocal rights to operate in Mexico for the same period. Participating Mexican carriers and drivers will be required to comply with all applicable U.S. laws and regulations,

including those concerned with motor carrier safety, customs, immigration, vehicle registration and taxation, and fuel taxation. The safety of the participating carriers will be tracked closely by FMCSA and its State partners, a joint U.S.-Mexico monitoring group, and an evaluation panel independent of the Department of Transportation (DOT). The resulting data will be considered carefully before further decisions are made concerning the implementation of the NAFTA trucking provisions.

DATES: Comments must be received on or before May 31, 2007.

ADDRESSES: You may submit comments identified by DOT DMS Docket Number FMCSA-2007-28055 by any of the following methods:

• Web Site: <http://dms.dot.gov>. Follow the instructions for submitting comments on the DOT electronic docket site.

• Fax: 1-202-493-2251.

• Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

• Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays.

• Federal eRulemaking Portal: Go to www.regulations.gov. Follow the online instructions for submitting comments.

Instructions: All submissions must include the Agency name and docket number for this notice. For detailed instructions on submitting comments and additional information, see the Public Participation heading below. Note that all comments received will be posted without change to <http://dms.dot.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR

19477-78) or you may visit <http://dms.dot.gov>.

Public Participation: The DMS is available 24 hours each day, 365 days each year. You can get electronic submission and retrieval help and guidelines under the "help" section of the DMS Web site. Comments received after the comment closing date will be included in the docket, and will be considered to the extent practicable.

FOR FURTHER INFORMATION CONTACT: Mr. Milt Schmidt, Division Chief, North American Borders Division, Federal Motor Carrier Safety Administration, 400 Seventh Street, SW., Washington, DC 20590-0001. Telephone (202) 366-4049; e-mail milt.schmidt@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

Before 1982, Mexico- and Canada-domiciled motor carriers could apply to the Interstate Commerce Commission (ICC) for authority to operate within the United States. As a result of complaints that U.S. motor carriers were not allowed the same access to Mexican and Canadian markets that carriers from those nations enjoyed in this country, the Bus Regulatory Reform Act of 1982 imposed a moratorium on the issuance of new grants of operating authority to motor carriers domiciled, or owned or controlled by someone, in Canada or Mexico. While the disagreement with Canada was quickly resolved, the issue of trucking reciprocity with Mexico was not. Currently, most Mexican carriers are allowed to operate only within the border commercial zones extending approximately 25 miles into the United States. Every year Mexico-domiciled commercial motor vehicles (CMVs) cross into the U.S. about 4.5 million times. U.S.-domiciled motor carriers are not authorized to operate in Mexico at all.

Trucking issues at the U.S./Mexico border were not fully addressed until NAFTA in the early 1990s, when both nations agreed to change their policies. NAFTA required the United States incrementally to lift the moratorium on licensing Mexico-domiciled motor carriers to operate beyond the border zones. On January 1, 1994, the President modified the moratorium and the ICC began accepting applications from Mexico-domiciled passenger carriers to conduct international charter and tour bus operations in the United States. In December 1995, the ICC published a rule and a revised application form for the processing of Mexico-domiciled