

Public Meeting Procedures

Hotel room reservations should be made in advance. A block of rooms has been reserved at the Holiday Inn, SeaTac at a single room rate of \$74.00 plus tax. Persons wishing to attend the public meeting are encouraged to make reservations by March 23, 1995, by contacting the Hotel direct at 206-248-1000. Be sure to identify yourself as an FAA public meeting attendee to receive this special rate.

Persons who plan to attend the public meeting should be aware of the following procedures which are established to facilitate the workings of the meeting.

1. The meeting will be open on a space available basis to all persons registered. If practicable, the meeting will be accelerated to enable adjournment in less than the time scheduled.

2. The meeting will be recorded by a court reporter. Anyone interested in purchasing the transcript should contact the court reporter directly. A copy of the court reporter's transcribe will be docketed.

3. The FAA will consider all materials presented at the meeting by participants. Position papers and other handout material may be accepted at the discretion of the chairperson. Enough copies should be provided for distribution to all conference participants.

4. Statements made by FAA participants at the meeting will not be taken as expressing final FAA positions.

Issued in Renton, Washington, on March 3, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.

[FR Doc. 95-5872 Filed 3-10-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

National Motor Carrier Advisory Committee; Meeting

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of public meeting.

SUMMARY: The FHWA announces a public meeting of the National Motor Carrier Advisory Committee. The Committee acts in an advisory capacity to the Federal Highway Administrator. It makes recommendations intended to improve the safety and productivity of the motor carrier industry and the effectiveness of the FHWA's programs and policies. The Committee reviews

research projects, regulations, and programs including those involving commercial motor vehicle licensing and taxation, uniformity, and safety. The focus of the meeting will be issues and concerns of the motor carrier community, including: (1) Regulatory Updates, (2) Overview of the Truck and Bus Safety Summit, and (3) Intelligent Transportation Systems.

DATES: The meeting will be from 8:30 a.m. to 4:30 p.m. on April 4, 1995, and from 8:30 a.m. to 12:00 p.m. on April 5, 1995.

ADDRESSES: Federal Highway Administration, 400 Seventh Street, SW., Room 2201, Washington, DC, 20590.

FOR FURTHER INFORMATION CONTACT: Mr. Sam Rea, HMT-2, Room 3103, 400 Seventh Street, SW., Washington, DC, 20590; (202) 366-1724.

Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except for Federal holidays.

(23 U.S.C. 315; 49 CFR 1.48)

Issued on: March 7, 1995.

Rodney E. Slater,

Federal Highway Administrator.

[FR Doc. 95-6059 Filed 3-10-95; 8:45 am]

BILLING CODE 4910-22-P

[FHWA Docket No. 95-4]

Highway Investment Needs at and Approaching International Ports of Entry

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; request for comments.

SUMMARY: This document requests comments on a study of highway investment needs at and approaching international ports of entry. This study would supplement an earlier report on international ports of entry and transportation corridors for North American trade which the Department of Transportation (DOT) submitted to the Congress in January 1994, in accordance with sections 1089 and 6015 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Pub. L. 102-240, 105 Stat. 1914. The Congress has asked the FHWA to conduct a study to review its distribution of funds to border regions, to develop and report recommendations to improve the distributions of such funds, to give high priority to the transportation needs of border regions, and to work with State and local governments in border regions (including requests for information about funding distribution) to assist

them with planning. This will be a two-part study. The States have asked for the expansion of this study to include other international ports of entry. This will be the second study conducted by the FHWA.

DATES: Comments must be received on or before April 1, 1995, for inclusion in part one of the report to the Congress on international border crossing ports of entry; on or before July 31, 1995, for the second part of the border crossing report; and by September 1, 1995, for a subsequent report which will cover other maritime, rail, air, and intermodal international ports of entry. This docket will remain open indefinitely to accept comments on the reports after they are issued.

ADDRESSES: Submit written, signed comments to the FHWA Docket No. 95-4, Federal Highway Administration, Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington DC 20590. Interested parties are requested to identify themselves for inclusion on a mailing list for future notifications concerning the study by providing their names and mailing addresses to the above docket. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Ms. Esther Strawder, Office of Policy Development, Federal Highway Administration (HPP-22), 400 Seventh Street, SW., Washington, D.C. 20590, Attention: Highway Investment Study (telephone 202/366-6949, fax 202/366-3297).

SUPPLEMENTARY INFORMATION:

Background

The conference report (H.R. Conf. Rep. No. 752, 103d Cong., 2d Sess. (1994)) of the Department of Transportation's Appropriations Act for Fiscal Year 1995 (Pub. L. 103-331, 108 Stat. 2471) includes a discussion of and requirements related to infrastructure issues of the border regions.

The congressional report references an earlier report prepared by the FHWA and submitted by the Secretary of Transportation to the Congress in January 1994, in accordance with section 1089, Feasibility of International Border Highway Infrastructure Discretionary Program, and section 6015, Border Crossings, of the ISTEA. The report is entitled "Assessment of Border Crossings and Transportation

Corridors for North American Trade." A copy of the Executive Summary of the Report follows as background. A list of the detailed reports which resulted from that study and are available from the National Technical Information Service is also included.

In the conference report, Congress has asked the FHWA to review its distribution of funds to border regions, including reexamination of a dedicated border infrastructure investment program; to develop and report recommendations to improve the distribution of such funds; to give high priority to the transportation needs of border regions, and to work with State and local governments in border regions, including requests for information about funding distribution, to assist them with planning. The House Appropriations Committee requested the recommendations to improve the distribution of the funds by May 1, 1995. A draft of that report is expected to be completed by March 1, 1995. A second phase addressing broader issues and including international ports of entry will be completed by the end of calendar year 1995.

Through the American Association of Highway and Transportation Officials Planning Committee, the States will be working with the FHWA to develop the data to address these congressional concerns for the land border crossing and the highway infrastructure investment issues associated with all international ports of entry. Comments must be received on or before April 1, 1995, for inclusion in part one of the report to the Congress on international border crossing ports of entry; on or before July 31, 1995, for the second part of the border crossing report; and by September 1, 1995, for a subsequent report which will cover other maritime, rail, air, and intermodal international ports of entry. This docket will remain open indefinitely to accept comments on the reports after they are issued.

Policy Questions and Comments

Responses to the following questions are solicited from any parties interested in highway infrastructure issues associated with border crossings and other international ports of entry. The following key policy questions will be considered:

1. What are the current priority highway investments at or in the vicinity of land border crossings or other international ports of entry?
2. What factors define a high priority highway investment at or in the vicinity of land border crossings or other international ports of entry?

3. Historically, how have Federal funds been distributed to the border regions?

4. (a) If there were no dedicated highway infrastructure investment program for roads associated with international ports of entry and the State and local governments made decisions through their usual planning processes, what could be done to assure that each State's transportation plan included consideration of highway or other access to the international ports of entry? (b) If there were a dedicated infrastructure investment program for highways associated with international ports of entry, how should it be structured for highways and for other surface transportation modes?

5. Comment on the following proposed criteria for defining roadway segments that provide access to or egress from international ports of entry. These roadway segments are often referred to as being "at and/or approaching the international ports of entry." The criteria are intended to provide uniformity in the data used in analysis and in developing highway investment strategies. The criteria described are for international ports of entry for which the U.S. Customs Service has listed a valid Automated Commercial System District/Port Code. These ports of entry may be for land (highway and rail), water, or air.

Proposed Criteria

To be considered as a highway segment providing access to or egress from an international port of entry one of the following three criteria must apply:

1. The roadway segment from the international port of entry to its intersection with the first principal arterial.
2. The roadway segment(s) on which half of the traffic is destined for or is coming from the international port of entry.
3. The roadway segment(s) carrying more than half of the traffic that crossed or entered at the international port of entry.

Authority: Secs. 1089 and 6015, Pub. L. 102-240, 105 Stat. 1914 (1991); 23 U.S.C. 315; 49 CFR 1.48.

Issued on: March 7, 1995.

Rodney E. Slater,

Federal Highway Administrator.

Assessment of Border Crossings and Transportation Corridors for North American Trade—Executive Summary of Report to Congress Pursuant to Intermodal Surface Transportation Efficiency Act of 1991—Public Law 102-240, Sections 1089 and 6015

Authority

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Public Law 102-240

ISTEA Section 1089: Feasibility of International Border Highway Infrastructure Discretionary Program

(a) The Secretary shall conduct a study of the advisability and feasibility of establishing an international border highway infrastructure discretionary program. The purpose of such a program would be to enable States and Federal agencies to construct, replace, and rehabilitate highway infrastructure facilities at international borders when such States, agencies, and the Secretary find that an international bridge or a reasonable segment of a major highway providing access to such a bridge

- (1) is important;
- (2) is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence;
- (3) poses a safety hazard to highway users;
- (4) by its construction, replacement, or rehabilitation, would minimize disruptions, delays, and costs to users; or
- (5) by its construction, replacement, or rehabilitation, would provide more efficient routes for international trade and commerce.

(b) Report.—Not later than September 30, 1993, the Secretary shall transmit to Congress a report on the results of the study conducted under this section, together with any recommendations to the Secretary.

ISTEA Section 6015. Border Crossings

(a) Identification.—The Secretary, in cooperation with other appropriate Federal agencies, shall identify existing and emerging trade corridors and transportation subsystems that facilitate trade between the United States, Canada, and Mexico.

(b) Priorities and Recommendations.—The Secretary shall investigate and develop priorities and recommendations for rail, highway, water, and air freight centers and all highway border crossings for States adjoining Canada and Mexico, including the Gulf of Mexico States and other States whose transportation subsystems affect the trade corridors. The recommendations shall provide for improvement and integration of transportation corridor subsystems, methods for achieving the optimum yield from such subsystems, methods for increasing productivity, methods for increasing the use of advanced technologies, and methods to encourage the use of innovative marketing techniques, such as just-in-time deliveries.

(c) Minimum Elements.—The highway border crossing assessment under this section shall at a minimum—

- (1) determine whether or not the border crossings are in compliance with current

Federal highway regulations and adequately designed for future growth and expansion;

(2) assess their ability to accommodate increased commerce due to the United States-Canada Free Trade Agreement and increased trade between the United States and Mexico; and

(3) assess their ability to accommodate increasing tourism-related traffic between the United States, Canada, and Mexico.

The review shall specifically address issues related to the alignment of United States and adjoining Canadian and Mexican highways at the border crossings, the development of bicycle paths and pedestrian walkways, and potential energy savings to be realized by decreasing truck delays at the border crossings and related parking improvements.

(d) Consultation.—In carrying out this section, the Secretary shall consult with appropriate Governors and representatives of the Republic of Mexico and Canada.

(e) Report.—Not later than 18 months after the date of the enactment of this Act, the Secretary shall report to Congress and border State Governors on transportation infrastructure needs, associated costs, and economic impacts identified and propose an agenda to develop systemwide integration of services for national benefits.

Assessment of Border Crossings and Transportation Corridors for North American Trade—ISTEA Section 1089 and Section 6015 Report to Congress

Executive Summary

Congressional Mandate

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Public Law 102-240, directs the Secretary of Transportation to conduct two studies relating to the movement of international trade.

Section 1089 calls for a study of the “advisability and feasibility of an international border highway infrastructure discretionary program.”

Section 6015 calls for the Department of Transportation (Department) to conduct an assessment of existing and emerging international trade corridors between the United States, Mexico, and Canada, and to make recommendations on how to improve the integration and operation of trade-related transportation subsystems. Section 6015 requires that Mexico and Canada be consulted; both countries have cooperated in the study effort.

While the Congressional mandate does not specifically mention the North American Free Trade Agreement (NAFTA), Section 6015 stipulates that the “review shall specifically address issues related to the alignment of United States and adjoining Canadian and Mexican highways at the border crossings.” The legislation also requires an assessment of the ability of highway border crossings to “accommodate

increased commerce due to the United States-Canada Free Trade Agreement and increased trade between the United States and Mexico.”

Much of the motivation for the study stems from long standing complaints of lengthy delays and backups of trucks and cars at international border crossings. There is a concern that trade among the three North American nations, which has increased significantly over the past seven years, may outstrip the ability of the nations’ transportation systems to handle additional traffic, further exacerbating border congestion. The study team concluded that there are several factors involved in border congestion, and a number of difficulties in assessing the condition and future of trade corridors.

Study Approach and Methodology

The study team examined the border crossings and the access channels leading to them. The team visited most of crossings on both the northern and southern borders and drove over and observed traffic on many of the access roads. With assistance from the U.S. Customs, the team observed cargo and passenger clearance operations and transportation operations at the border crossings.

In addition, the team conducted a series of public outreach and information gathering meetings at locations throughout the United States. Participants at these meetings included shippers, carriers, customs brokers, and officials from concerned Federal, state, provincial, and local governments. Much of the information gathered in these sessions was anecdotal in nature, and reflective of local perspectives. However, there was value in learning the views of border communities and understanding the effects they perceive their proximity to heavily travelled border crossings have on local and regional transportation systems. Following completion of these studies and at the invitation of the Federal governments of Canada and Mexico, meetings were also held in Canada and Mexico to gain the perspectives of interested parties in those countries. Results of these meetings will be reported separately.

Statistical data on cross-border trade gathered from sources in all three countries were also used to the extent possible in assessing trade patterns and conditions at the borders. The statistical data, however, suffer from a number of shortcomings. The U.S. Census Bureau, for example, has not historically classified cross-border transits by mode of transportation. Ideally, transportation statistics are compiled in terms of ton

miles or numbers of vehicles, but data were not readily available in that form. Furthermore, the three countries involved do not compile data in a standard way.

Current U.S. Trade With Canada and Mexico

Canada is the United States’ largest trading partner. In 1992, merchandise trade between the two countries totaled \$189 billion, with U.S. imports exceeding exports by about 9 percent. Trade between the United States and Canada is growing. Between 1985 and 1992, the value of U.S.-Canadian trade increased by about \$33 billion, or 21 percent. Trade with Canada currently accounts for about 20 percent of U.S. total merchandise trade with the world.

Total trade with Mexico has even stronger growth, fueled by Mexico’s liberalization of tariff and trade restrictions in 1986. From 1986 through 1992, total trade grew from approximately \$30 billion to \$76 billion, an increase of 153 percent. Mexico is now the United States’ third largest export market; U.S. exports increased from \$12.4 billion in 1986 to \$40.6 billion in 1992.

North American Free Trade Agreement

The United States, Canada, and Mexico signed the North American Free Trade Agreement (NAFTA) on December 17, 1992. The NAFTA will create the largest free trade zone in the world, comprising over 360 million consumers with a combined annual output of \$6 trillion. Through progressive reductions, the NAFTA eliminates all tariffs on industrial and agricultural goods produced by the three countries. Approximately 50 percent of U.S. exports to Mexico will enter Mexico completely duty-free on the day the agreement enters into force. Mexican tariffs on all remaining industrial products and most agricultural items will be phased out over 5 to 10 years. Reductions in tariffs on trade between the United States and Canada were negotiated in 1987 and incorporated into a U.S.-Canada Free Trade Agreement. This agreement remains in effect, augmented by additional changes included in the NAFTA.

Judging from recent experience, the NAFTA should result in further increases in U.S. trade with Mexico. For example, the U.S. Department of Commerce estimates that the NAFTA will result in increases in U.S. automotive exports to Mexico of up to \$1 billion in the NAFTA’s first year alone due to the lowering of various Mexican tariff and non-tariff barriers.

The dramatically increased trade with Mexico over the past seven years has aggravated conditions at an already congested U.S.-Mexican land border. Similar problems exist on the U.S.-Canadian border as well. While the NAFTA would help boost trade among the three countries, the degree to which it would increase border congestion is unclear. The NAFTA will eliminate a number of transportation practices and restrictions currently in place that contribute significantly to congestion at land border crossings. At some crossings, as many as 20 percent of commercial vehicles cross empty because of current limitations on access in both countries. Thus, while the NAFTA's tariff reduction provisions will tend to boost trade and vehicle traffic across the southern border, the NAFTA's provisions will also tend to reduce the number of empty commercial vehicles crossing the border.

Both Mexico and the United States restrict access for motor carriers from the other country. U.S. trucks are prohibited from crossing the border into Mexico, for example, while Mexican trucks are permitted in the United States only as far as the commercial zones along the border which are designated by the Interstate Commerce Commission.

The NAFTA creates a timetable for the removal of barriers to the provision of cross-border motor carrier services, thereby permitting international passengers and cargo to be transported more efficiently. The NAFTA's transportation provisions will eliminate the need to transfer cargoes and trailers at the border, thereby reducing the number of trucks that cross the border empty and eliminating a significant cause of congestion at border ports of entry.

Patterns of Trade

Canada

The largest concentration of trade with Canada, both to and from a single region of the United States, is in the Great Lakes area, including Wisconsin, Michigan, Ohio, Indiana, and Illinois. In 1992, this region alone accounted for 39 percent of the value of U.S. imports from Canada and 36 percent of the value of U.S. exports. Much of this is accounted for by the high value automobile trade focused between Michigan and Ontario.

The second largest regional concentration of trade is in the mid-Atlantic area, which includes New York, New Jersey, and Pennsylvania. The third largest is in the New England states. Together, states in the three

eastern regions account for 65 percent of Canada's exports to the United States and 60 percent of U.S. exports to Canada when measured as value of trade.

Mexico

The largest concentration of trade with Mexico to date has been in the southern border region. Texas dominates U.S. export trade with Mexico, with over \$17 billion in 1992. California is second, followed by Arizona, Michigan, and Illinois. The principal destinations in the United States for imports from Mexico are Texas, California, and Michigan.

Transportation Patterns

In terms of value, most cargo transported between the United States and Canada and the United States and Mexico travels by highway or rail—80.2 percent of total U.S.-Canadian trade in 1992; 86 percent of total U.S.-Mexican trade in 1992. Between the United States and Canada, movements by air account for about 10 percent of cargo transported. Between the United States and Mexico, water transportation accounts for a 10 percent share of total cargo transported in terms of value.

On the northern border, the eastern ports of entry in Michigan, New York, and New England handle more than 80 percent of cross-border traffic. Of the remaining traffic, the Washington ports of entry handle about 70 percent of northwestern cross-border trade and highway traffic volume. Along the U.S.-Mexico border trade flow is heavily concentrated at seven major border ports of entry—El Paso, Otay Mesa, Laredo, Brownsville, Calexico, Nogales, and Hidalgo. The busiest port of entry for commercial trucks is at El Paso; the busiest port of entry for rail traffic is Laredo.

Trade Flow Transportation Patterns

The report addresses trade flow patterns rather than trade corridors for the major areas of North America. The study team did not find a firm definition of what constitutes a trade corridor for all modes of transportation.

Most trade flow patterns between the United States and Mexico and the United States and Canada can best be described as intraregional in nature. The communities on both sides of the northern and southern borders have developed regional economies that are truly binational.

There are high levels of cross-border commuting, shopping, and movement of goods and services to support these binational regional economies. These

movements are best accommodated by regional transportation systems.

In addition, there are trade movements between production regions and between production and consumption regions. Often, these areas are far apart; occasionally, the trade is between contiguous regions, such as between the densely populated manufacturing sections of the eastern United States and Canada.

Eastern U.S.-Canadian Trade Flow Transportation Patterns

Groups of individual land border crossings are called frontiers or gateways in this report. The Niagara and Michigan frontiers are at the center of the major trade between the United States and Canada. In addition, these frontiers account for the largest portion of U.S.-Mexican trade that does not originate in Texas or California. While the largest portion of freight to and from Mexico crosses the Texas border at Laredo, it is carried on transportation routes originating in Montreal, Toronto, Buffalo, southeast Michigan, and Chicago. These routes are critical to an integrated North American market.

Western U.S.-Canadian Trade Flow Transportation Patterns

The pattern of U.S.-Canadian trade in the west tends to be organized into three somewhat distinct cross-border trading subregions: the Pacific Northwest, the Rocky Mountains, and the Upper Plains. The flow of trade at the border is focused through relatively few major crossings. While some dominant interregional flows are associated with trade to and from these border gateways, trade flows beyond the border are highly diffuse, with as many east-west flows as north-south flows to and from the border.

U.S.-Mexican Trade Flow Transportation Patterns

Three existing and two emerging trade areas, linked to major border ports of entry, were identified: South Texas, West Texas, New Mexico, Arizona, and California. These are not broad continental corridors in the sense that they connect regions of the United States with regions in Mexico or regions in Mexico with regions in Canada. Rather, they tend to be the funnels through which trade and people pass. Beyond the border region, trade flows in a more diffuse pattern. In addition to serving as convenient crossing points for binational trade, these areas also serve local economies of integrated services, industries, and trade.

Principal Findings

- Volumes of trade and traffic will continue to increase among the three North American countries. The traffic growth rate at both the U.S.-Canadian and U.S.-Mexican borders has been increasing at rates significantly higher than average national growth rates, particularly at the southern border.
- Passenger traffic through U.S.-Canadian ports of entry in the eastern region is projected to increase at a rate of 6.2 percent a year through 1997. Total trade through eastern ports of entry is projected to reach \$160 billion by 1997, resulting in an increase in commercial traffic to between 8 and 9 million vehicles or an average annual growth rate of between 5 and 7 percent through 1997.
- U.S.-Canadian trade processed through border ports of entry in the western region is also expected to increase. U.S. exports to Canada are projected to increase by 16 to 24 percent in the next ten years. Canada exports to the United States are projected to increase 24 to 34 percent over the same period.
- With ratification of the NAFTA, the projected increase in trade between the United States and Mexico will be much larger. U.S. exports to Mexico are projected to increase between 65 and 70 percent by 2000. Mexican exports to the United States through the South Texas ports of entry are projected to increase 120 percent; exports through the West Texas-New Mexico ports of entry should increase by 110 percent; exports through Arizona are projected to grow by 85 percent; and exports through California are projected to increase by over 200 percent.
- The facilities immediately at the border crossings, principally bridges and tunnels plus facilities housing Federal inspection agencies (the U.S. Customs Service, the U.S. Immigration and Naturalization Service, the U.S. Department of Agriculture and their Mexican and Canadian counterparts), are adequate and will remain so for the foreseeable future, even with the anticipated increased in trade. The General Services Administration (GSA) is completing a \$364.5 million Southwest Border Capital Improvement Program that will enable southern border crossing facilities to accommodate 8.4 million trucks annually. Approximately 2.3 million trucks entered the United States from Mexico during Fiscal Year 1992.
- Arterials leading to and from border crossing sites are part of the border approach infrastructure. Today they are under stress and will be hard pressed to

handle significantly greater amounts of cross-border traffic. The GSA improvements cited above are confined to facilities at border crossings which handle traffic and inspection. The GSA improvements do not extend beyond the immediate crossing area to roads and other transportation channels. These arterials connect border crossings to the main interstate and interregional transportation system within the United States. They are badly in need of repair and upgrading.

- In addition to needed improvements in access to the border crossing points, some incremental improvements to transportation systems in the United States may be necessary to handle increases in both domestic and international trade. These include improvements in access to inland ports, seaports, airports, and intermodal transfer facilities.

- Communities that adjoin busy international border crossings face special problems resulting from the concentration of trade-related traffic, including congestion of local arterials with accompanying delays in travel times for local residents and deterioration of air quality, safety risks associated with heavy vehicle traffic, and increased deterioration of highway infrastructure.

- Border states, in distributing Federal highway funds, seem not to have allotted sufficient funds to border communities for improvements to border crossing approaches. The reason, in some cases, is because of competing priorities within states and in other cases because of legal limitations prior to ISTEA on the use of such funds for access roads to certain crossings (e.g. toll bridges). New sources of infrastructure funding and improved methods for its allocation appear necessary.

- A significant proportion of the delays at border crossings are not due to a lack of adequate infrastructure, but is caused by volume of trade, by complexities of inspection requirements, and by less than optimal traffic management and cargo clearance procedures. The responsibilities of the inspection agencies require that many vehicles undergo lengthy, thorough inspections. Inadequate or incomplete paperwork accompanying cross-border shipments is common and constitutes another source of delay. Improvements appear to be needed in a combination of partnerships and technology applications to resolve some delay problems.

- Inspection agency staffing shortages can lead to excessive waiting time at border crossings. Traffic at most

crossings is typically concentrated during peak hours, and border facilities often are idle for long periods during off-peak hours. More efficient use of border facilities could spread traffic over a longer period during the day, and thus alleviate some congestion.

- Policies and practices of foreign governments often contribute to congestion at the border. For example, inspection agencies on both sides of the border work different hours.

- Infrastructure and facilitation planning for major border crossings is fragmented and inadequate. The Federal government maintains an interagency group that coordinates review of proposals for additional crossings on the southwest border, but it does not deal with border communities or with planning of ancillary roadway or other needs beyond the crossings themselves. Adequate planning will require improved coordination among public and private entities, and among Federal, state, and local governments. Such planning should be binational and applied to both the northern and southern borders. The Federal Government should have the lead role as regards the involvement of foreign government entities. The Federal Government should also take on a leadership role as facilitator and convener of the mix of domestic government entities.

- There is insufficient linkage between available data on trade and transportation to permit the establishment of a firm definition of what constitutes existing or emerging international trade corridors for all modes of transportation.

Principal Recommendations

Transportation Infrastructure Investment—Section 1089 of the ISTEA directs the Department to evaluate the feasibility and advisability of establishing a discretionary border infrastructure investment program. While the Department is certainly capable of implementing such a program if it were established by the Congress, we do not believe it to be an advisable course of action. Even though the Department finds that investment is needed to address deficiencies in highway approaches to ports of entry and intermodal facilities, a number of alternative actions to the discretionary program are recommended:

- Fully fund the ISTEA to provide additional resources for states to allocate to trade-related and other high priority projects.
- With state and local governments, private financial institutions, carriers, and other private interests, develop a

range of funding options for infrastructure improvements, emphasizing existing Federal, non-Federal, and potential private sources. Identify, and eliminate wherever possible, impediments in Federal programs to innovative public/private collaborative efforts.

- As part of a future surface transportation authorization bill, develop Federal-aid program options to improve transportation infrastructure related to international trade, including border approach roads and connections to port, airport, and other intermodal facilities.

Border Station Congestion—The Department will support a task force or multi-task forces composed of Federal, state and local government agencies, and the private sector to address congestion at border crossings in general or at specific gateways or crossings. The purpose of the task force(s) is to identify critical border initiatives and to

aggressively promote the use of new technologies and other non-capital intensive methods of facilitating the movement of people, cargo, and vehicles through major border crossings. Any initiatives should be closely coordinated with the Mexican and Canadian governments. A limited number of pilot projects could be undertaken through a competitive process to address congestion at various gateways. Funding for these projects could include a variety of Federal, state, local or private resources.

Transportation Planning and Data Needs—To assure that planning for future border trade-related infrastructure and technology requirements for all modes is included in state and national planning processes, the Department of Transportation and other Federal agencies should establish binational planning zones to engage in an integrated binational planning process.

Planning for infrastructure and technology improvements in these zones would be coordinated with Federal, state, local, and private sector organizations that would identify improvement priorities. Cross-border consultation and coordination would be an integral part of the overall process.

To further assist in future border region and trade corridor transportation system planning, it is advisable to develop and implement a program for improving methods of collecting and analyzing data on cross-border trade and traffic flows.

These detailed reports are (where PB numbers are listed) or will be available from the National Technical Information Service, 5285 Port Royal Road, Springfield, VA 22161, (703) 487-4634. All reports are numbered FHWA-PL-94-009-xx. The suffix (xx) is shown following the title listed below.

Title	PB
ASSESSMENT OF BORDER CROSSINGS AND TRANSPORTATION CORRIDORS FOR NORTH AMERICAN TRADE: REPORT TO CONGRESS	94-215806
ISTEA SECTION 1089 STUDY:	
Feasibility Study for an International Border Highway Infrastructure.	
Discretionary Program (01)	94-214319
ISTEA SECTION 6015 STUDY:	
SOUTHEAST:	
An Assessment of the Adequacy of East Coast and Gulf of Mexico Port Infrastructure to Accommodate Trade with Mexico. (02)	95-124111
U.S. Border Crossings with Canada and Mexico-Port Facilities, Inventory, and Constraints. Volume 1 (03)	95-124228
U.S. Border Crossings with Canada and Mexico-Port Facilities, Inventory, and Constraints. Volume 2. (04)	95-112215
NORTHEAST:	
An Assessment of the Adequacy of U.S.-Canadian Infrastructure to Accommodate Trade through Eastern Border Crossings. (05)	95-112041
Appendices:	
1. Descriptive Profiles of Maine Frontier. (06)	95-106860
2. Descriptive Profiles of Montreal South Frontier. (07)	95-112223
3. Descriptive Profiles of Eastern New York Frontier. (08)	95-112231
4. Descriptive Profiles of Niagara Frontier. (09)	95-112249
5. Descriptive Profiles of Michigan Frontier. (10)	95-112256
Summary of International Border Crossings Roundtable Meeting Held in Buffalo, New York, June 7, 1993. (11)	95-124194
Summary of International Border Crossings Roundtable Meeting Held in St. Louis, Missouri, June 9, 1993. (12)	95-124178
Summary of International Border Crossings Roundtable Meeting Held in Norfolk, Virginia, June 11, 1993. (13)	95-124186
WEST:	
Making Things Work: Transportation and Trade Expansion in Western North America	
Volume 1: A Summary Report. (14)	95-141263
Volume 2: Transportation and Trade Expansion in Western U.S. and Canada. (15)	95-112264
Volume 3: Transportation and Trade Expansion between the U.S. and Mexico. (16)	95-122891
Volume 4: Profiles of Western U.S.-Canada Border Crossings. (17)	94-192218
Volume 5: Profiles of U.S.-Mexico Border Crossings. (18)	95-122453
Volume 6: Reaching Out: A Compendium of Stakeholder Views. (19)	
Trade and Transportation in the Intermountain West. (20)	95-112066
U.S.-Mexico Transportation: A Trade Perspective (21)	95-124236
Western U.S.-Canada Trade and Transportation Perspectives from the Northern Border. (22)	95-112272
Western U.S.-Mexico Trade and Transportation Perspectives from the Southern Border. (23)	95-123949
Future Assessment of North American Border: Perspectives on Key Factors Affecting North American Trade and Transportation. (24)	95-106837
Volume 7: Commissioned Special Reports. (25)	95-
Disparities in the Law and Practice of Surface Transportation of Goods between the U.S. and Mexico. (26)	95-142733
Financing Options for U.S.-Mexico Border Transportation Projects. (27)	95-106845
Transportation Technology Trends and North American Trade. (28)	95-112280
Case Study: The Sweetgrass, Montana and Coutts, Alberta Border Crossing. (29)	95-112298
Working Paper on Trends in International Trade and Impacts on North American Transportation. (30)	94-192226
Working Paper on the Impact of Expanded U.S.-Mexico Trade on the Western States (31)	95-112306
Section 6015 Study: Results of the Futures Assessment Process. (32)	95-112314

Title	PB
Future Assessment Reference Book, Whitefish, Montana, July 8-9, 1993. (33)	95-123816
Future Assessment Workbook, Whitefish, Montana, July 8-9, 1993. (34)	95-123824
Future Assessment Reference Book, New Orleans, Louisiana, July 21-22, 1993. (35)	95-123832
Future Assessment Workbook, New Orleans, Louisiana, July 21-22, 1993. (36)	95-123840
Future Assessment Reference Book, Detroit, Michigan, July 12-13, 1993. (37)	95-123857
Future Assessment Workbook, Detroit, Michigan, July 12-13, 1993. (38)	95-
Future Assessment Reference Book, Tucson, Arizona, July 23-24, 1993. (39)	95-123865
Descriptive Report on Trade and Transportation Patterns in the Western U.S.-Canada Region. (40)	95-123873
Descriptive Report of Cross-border Traffic and Transportation in the Western U.S.-Canada Region. (41)	95-112322
Working Paper on Intermodal Requirements on the U.S.-Canadian Border in Western North America. (42)	95-112881
Working Paper on the Role of Government in Trade and Transportation between U.S.-Canada in Western North America. (43)	95-144622
Working Paper Analysis of Sub-Regional Economic Trends Potentially Affecting U.S.-Canada Trade Patterns. (44)	95-123899
Descriptive Report on Trade and Traffic Patterns between U.S.-Mexico. (45)	94-192234
Working Paper on the Impact of Western Economic Growth on Trade with Mexico. (46)	95-112348
Working Paper on the Role of Government in Trade and Transportation Between U.S.-Mexico. (47)	95-112355
Working Paper on Intermodal Requirements on the U.S.-Mexico Border. (48)	95-112363
Descriptive Report on Cross-Border Travel Activity between the U.S., Canada and Mexico. (49)	95-
Working Paper Inventory of Institutional and Legal Barriers to Seamless Interstate Borders within the United States. (50)	95-112371
Regional Data Base and Working Paper on Regional Computerized Data Base. (51)	95-142865
Institutional Profile Data Base and Working Paper on Institutional Profiles for Continental Trade and Transportation in the Western United States. (52)	95-142741
Inventory of Existing Trade, Traffic and Visitor Flow Data Sources. (53)	95-112389
Working Summary of Key Methods of Forecasting Trade and Traffic Patterns. (54)	95-142758
Working Paper on Data Requirements for Intermodal Planning and Analysis. (55)	95-112397

[R Doc. 95-6145 Filed 3-10-95; 8:45 am]

BILLING CODE 4910-22-P

[FHWA Docket No. 95-5]

Comprehensive Truck Size and Weight Study

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of public meetings and availability of report.

SUMMARY: This notice announces that the FHWA will hold two public meetings as part of its Comprehensive Truck Size and Weight Study (CTS&WS). The first meeting will be held on March 21, 1995, in Denver, Colorado. The second one will be held on April 5 and 6, 1995, in Washington, D.C. This three phase study was originally announced in a notice published in the **Federal Register** on February 2, 1995, at 60 FR 6587. This notice also announces the availability for public review of the summary report for Phase I of the study.

DATES: This docket will remain open until the study is completed. However, in order for statements for the record to be considered during the critical early stages of the study, they should be received no later than May 1, 1995.

ADDRESSES: Submit written, signed statements to FHWA Docket No. 95-5, FHWA, Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington, D.C. 20590.

All statements received in Docket No. 95-5 will be available for examination

at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of their statements must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Mr. Philip Blow, Office of Policy Development, at (202) 366-4036; Mr. Thomas Klimek, Office of Motor Carrier Information Management and Analysis, at (202) 366-2212, or Mr. Charles Medalen, Office of Chief Counsel, at (202) 366-1354, FHWA, DOT, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

This study is being conducted partly in response to a legislative proposal in the 103rd Congress, H.R. 4496, that would extend Federal truck size and weight (TS&W) control to the National Highway System. This bill, or similar legislation, could have a significant impact on the public and private sectors and on the safety and efficiency of the total transport system. The Study will summarize a wide array of information on the many related aspects of TS&W policy. An extensive set of policy questions are described in the notice published on February 2, 1995, in the **Federal Register** at 60 FR 6587 announcing the CTS&WS for which we are seeking public input.

Public Meetings

The first public meeting will be held on March 21, 1995, in the Conference Room on the third floor of the Federal Building located at 555 Zang Street, Lakewood, Colorado. The meeting will begin at 8:30 a.m. and conclude at approximately 5:00 p.m., m.t.

The second meeting will be held on April 5 and 6, 1995, in Washington, D.C. at the DOT Headquarters, Nassif Building located at 400 Seventh Street, SW., in Room 2230. It has been scheduled in conjunction with the National Motor Carrier Advisory Committee meeting being held in Washington, D.C. on April 4 and 5. The public meeting for the CTS&WS will be held from 1:00 p.m., to 5:00 p.m. e.t. on April 5 and from 9:00 a.m. until approximately 12:00 Noon e.t. on April 6.

The public is invited to appear at these meetings and present information for consideration during the study including responses to the questions contained in the notice published on February 2, 1995, in the **Federal Register** at 60 FR 6587 and comments on the interim report made available in the docket. Oral presentations will be limited to 10 minutes, but complete statements may be submitted for the record by being placed in FHWA Docket No. 95-5.

Those wishing to make an oral presentation are asked to provide their name, organization, address, and telephone number to Ms. Ryan Rose, Walcoff Associates, 12015 Lee-Jackson Highway, Suite 500, Fairfax, Virginia