

(iv) *Congestion Pricing Measures and Affected Areas:* An application should describe the role pricing would play in the congestion reduction strategy. To the extent practical, an application should indicate, in specific terms, how traffic would be affected, what areas or routes would be priced, how congestion prices would be determined, and which vehicle categories would be affected (e.g., single occupant vehicles or all vehicles).

(v) *Transit Services:* An application should describe transit services, including BRT and other commuter transit services that are to be provided or supplemented, and the expected impacts of the expanded transit services on congestion. The application should also describe transit fare pricing policies to be adopted with the objective of increasing traveler throughput during peak traffic periods, while avoiding excessive congestion in the transit system.

(vi) *Use of Technology:* An application should clearly indicate the extent to which a locality plans to operationally test innovative technology in achieving its congestion reduction targets.

(vii) *Expedited Project Completion:* An application should indicate any major transportation projects or project components that are sought to be expedited through an agreement with the Department. The application should also indicate the expected effects on congestion from early completion of these projects.

(viii) *Travelers Affected Daily:* An application should indicate the estimated number of daily travelers that will be directly affected by priced facilities and by other measures expected to be adopted by the qualified jurisdiction. This should include the estimated number of persons (vehicles) that will pay congestion charges, as well as the likely number diverted to other travel times, routes, or other transportation services, such as transit.

(ix) *Research, Planning, and Experience To Date:* An application should indicate the prior work that participating parties (e.g., the candidate city or other jurisdictions) have already done to reduce congestion, including research, planning, and actual implementation of congestion related activities in the metropolitan area.

(x) *Other Time-Frame Considerations:* An application should indicate the dates during which applicants expect to conduct congestion reduction activities (e.g., a six-month trial from June 30, 2008 until December 31, 2008). If the applicant expects the activities to continue indefinitely, the application

should indicate this fact. Similarly, if the pricing activity is adopted on a temporary, experimental basis and the applicant expects it to be voted on by citizens of the jurisdictions participating in an agreement with the Department or otherwise considered for continuation, the application should provide this information.

(xi) *Funding Support:* An application should indicate the estimated cost to implement the overall congestion reduction strategy. An application should also indicate the anticipated sources of those funds, including the amount requested to be covered by Federal sources.

(xii) *Contact Information:* An application should clearly indicate contact information, including name, organization, address, phone number, and e-mail address. The Department will use this information to inform parties of the Department's decision regarding selection of interested parties, as well as to contact parties in the event that the Department needs additional information about an application.

#### E. Evaluation Criteria

The Department will review and consider applications upon receipt, and will consider a variety of factors in reviewing applications seeking funding, including:

(i) The extent to which the congestion reduction plan is reasonably projected to reduce congestion from current levels on major highways and arterial facilities within the demonstration area, as measured by projected travel speeds, "levels of service" or other objective measures of performance during the hours when the congestion reduction demonstration is in effect;

(ii) The extent to which the congestion reduction plan is reasonably projected to enable improvements in transit service on major highways and arterial facilities within the demonstration area, as measured by projected reductions from current levels in scheduled running times or intervals between departures or other objective measures of performance during the hours when the congestion reduction plan is in effect;

(iii) The extent to which the congestion reduction plan demonstrates innovative and potentially far-reaching technology applications;

(iv) The project's national demonstration value; and

(v) The technical feasibility and political probability of the project being implemented in the near term.

The Department reserves the right to solicit candidates for agreements described herein by means other than

this Notice. The Department expects to implement the procedures and criteria set forth in this Notice; however, such procedures and criteria shall not be binding on the Department.

Issued in Washington, DC on November 5, 2007.

**D.J. Gribbin,**

*General Counsel, U.S. Department of Transportation.*

[FR Doc. E7-22117 Filed 11-9-07; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### ITS Joint Program Office; Intelligent Transportation Systems Program Advisory Committee; Notice of Meeting

**AGENCY:** Research and Innovative Technology Administration, U.S. Department of Transportation.

**ACTION:** Notice.

This notice announces, pursuant to section 10(A)(2) of the Federal Advisory Committee Act (FACA) (Pub. L. 72-363; 5 U.S.C. app. 2), a meeting of the Intelligent Transportation Systems (ITS) Program Advisory Committee (ITSPAC). The meeting will be held November 26, 2007, 1 p.m. to 4 p.m. and November 27, 2007, 8 a.m. to 4 p.m. The meeting will take place at the U.S. Department of Transportation (U.S. DOT), 1200 New Jersey Avenue, SE., Washington DC, in Conference Room #6 on the lobby level of the West Building.

The ITSPAC, established under section 5305 of Public Law 109-59, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, August 10, 2005, and chartered on February 24, 2006, was created to advise the Secretary of Transportation on all matters relating to the study, development and implementation of intelligent transportation systems. Through its sponsor, the ITS Joint Program Office, the ITSPAC will make recommendations to the Secretary regarding the ITS program needs, objectives, plans, approaches, contents, and progress.

The following is a summary of the meeting's tentative agenda. Day 1: (1) Welcome and Introductions; (2) ITS Program Overview; (3) Identifying Trends in ITS (Panel Session); and (4) A & A and Wrap-up. Day 2: (1) Reports on Results of ITSPAC Member Interviews; (2) Future Vision for ITS Program (Gaps and Opportunities, What Does Success Look Like?, Implications for the Future ITS Program); (3) Summary of Outcomes (Prioritizing Trends/Programs in Terms of JPO Role

and Opportunities); and (4) Next Steps in Strategic Planning Activities.

Since access to the U.S. DOT building is controlled, all persons who plan to attend the meeting must notify Ms. Marcia Pincus, the Committee Management Officer, at (202) 366-9230 not later than November 21, 2007. Individuals attending the meeting must report to the 1200 New Jersey Avenue entrance of the U.S. DOT Building for admission. Attendance is open to the public, but limited space is available. With the approval of Ms. Shelley Row, the Committee Designated Federal Official, members of the public may present oral statements at the meeting. Non-committee members wishing to present oral statements or obtain information should contact Ms. Pincus.

Questions about the agenda or written comments may be submitted by U.S. Mail to: U.S. Department of Transportation, Research and Innovative Technology Administration, ITS Joint Program Office, Attention: Marcia Pincus, Room E33-401, 1200 New Jersey Avenue, SE., Washington DC 20590 or faxed to (202) 493-2027. The ITS Joint Program Office requests that written comments be submitted prior to the meeting.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Ms. Pincus at least seven calendar days prior to the meeting.

Notice of this meeting is provided in accordance with the FACAA and the General Service Administration regulations (41 CFR part 102-3) covering management of Federal advisory committees.

Issued in Washington, DC, on the 6th day of November, 2007.

**John Augustine,**

*Managing Director, ITS Joint Program Office.*

[FR Doc. E7-22148 Filed 11-9-07; 8:45 am]

**BILLING CODE 4910-HY-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### **Supplemental Environmental Impact Statement: Shelby Avenue/Demonbreun Street (Gateway Boulevard) Corridor, Davidson County, TN**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Supplemental notice of intent.

**SUMMARY:** The Federal Highway Administration (FHWA) is issuing this notice to advise the public of its intent to prepare a Supplemental

Environmental Impact Statement in cooperation with the Tennessee Department of Transportation (TDOT) and the Metropolitan Government of Nashville and Davidson County for the Shelby Avenue/Demonbreun Street (Gateway Boulevard) Corridor in Davidson County, Tennessee.

**FOR FURTHER INFORMATION CONTACT:** Ms. Laurie S. Leffler, Assistant Division Administrator, Federal Highway Administration-Tennessee Division Office, 640 Grassmere Park Road, Suite 112, Nashville, TN 37211.

**SUPPLEMENTARY INFORMATION:** The U.S. Department of Transportation Federal Highway Administration (FHWA), in cooperation with the Tennessee Department of Transportation (TDOT) and the Metropolitan Government of Nashville and Davidson County, intends to prepare a Supplemental Environmental Impact Statement (Supplemental EIS) for Shelby Avenue/Demonbreun Street (Gateway Boulevard) Corridor. This project is intended to enhance east-west transportation linkages and improve accessibility to the current Nashville Central Business District (CBD) and for future development in the CBD.

A Final Environmental Impact Statement (FEIS) (FHWA-TN-EIS-96-01-F) for the project was approved and released for public review on July 1, 1998, and a Record of Decision (ROD) was issued on September 15, 1998.

A portion of this project has been constructed. The Korean Veterans Memorial Bridge over the Cumberland River and the section of Gateway Boulevard from 1st Avenue South to 4th Avenue South have been completed and are open to traffic. The Supplemental EIS is being prepared to address the remaining unbuilt portion of the project's selected alignment (Alternative 8) between 4th Avenue South and 13th Avenue South.

Under the selected alternative identified in the ROD, the structurally deficient Demonbreun Street Viaduct would have been demolished and a new structure would have been built across the Railroad Gulch from west of 11th Avenue to the project's western terminus at 13th Avenue. Since issuance of the ROD, the Demonbreun Street Viaduct has been rehabilitated and is no longer considered structurally deficient.

As a result of major land use changes within the original project area since the ROD was issued, the environmental technical studies for the corridor must be updated before the remainder of the project between 4th and 13th Avenues can be advanced. Major new civic

investments in the area include the Country Music Hall of Fame, the Frist Center for the Visual Arts, the Frist Symphony Hall, and Hilton Park. In addition, the previously industrialized Railroad Gulch is being redeveloped with new commercial and office spaces, along with several major high-rise residential developments under construction, and more land use changes in the Gulch anticipated in the near future.

Letters describing the supplemental environmental studies and soliciting input will be sent to the appropriate Federal, State, regional and local agencies that have expressed or are known to have an interest or legal role in this proposal. Private organizations, citizens, and interest groups will have an opportunity to provide input into the development of the Supplemental EIS, and to identify issues that should be addressed. Notices of public meetings or public hearings will be given through various forums, providing the time and place of the meeting along with other relevant information. The Supplemental 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 the proposed action are identified and taken into account, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action and Supplemental EIS should be directed to FHWA at the address provided above.

**Laurie S. Leffler,**

*Assistant Division Administrator, Nashville, TN.*

[FR Doc. E7-22126 Filed 11-9-07; 8:45 am]

**BILLING CODE 4910-22-P**

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD-2007-0008]

#### **Requested Administrative Waiver of the Coastwise Trade Laws**

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel CROWN JEWEL.

**SUMMARY:** As authorized by Pub. L. 105-383 and Pub. L. 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws