

Ecorse Library, 4184 W. Jefferson Ave., Ecorse;
 Melvindale Library, 18650 Allen Rd., Melvindale;
 River Rouge Library, 221 Burke St., River Rouge;
 Kemeny Recreation Center, 2260 S. Fort St., Detroit;
 Campbell Brand Library, 8733 W. Vernor Hwy., Detroit;
 Neighborhood City Hall Central District, 2 Woodward Ave., Detroit;
 Neighborhood City Hall Northwestern District, 19180 Grand River Ave., Detroit;
 Neighborhood City Hall Northeastern District, 2328 E. Seven Mile Rd., Detroit;
 Neighborhood City Hall Western District, 18100 Meyers Road, Detroit;
 Neighborhood City Hall Eastern District, 7737 Kercheval St., Detroit;
 Neighborhood City Hall Southwestern District, 7744 W. Vernor St., Detroit.

Copies of the DEIS may be requested from Bob Parsons (Public Involvement and Hearings Officer) at the Michigan Department of Transportation, 425 W. Ottawa Street, P.O. Box 30050, Lansing, MI 48909 or by calling (517) 373-9534.

2. *Comments:* Send comments on the DEIS to Michigan Department of Transportation, c/o Bob Parsons (Public Involvement and Hearings Officer), 425 W. Ottawa Street, P.O. Box 30050, Lansing, MI 48909; Fax: (517) 373-9255; or e-mail: parsonsb@michigan.gov.

FOR FURTHER INFORMATION CONTACT: Ryan Rizzo, Major Project Manager, FHWA Michigan Division, (517) 702-1833; David Williams, Environmental Program Manager, FHWA Michigan Division, (517) 702-1820.

SUPPLEMENTARY INFORMATION: The Detroit River International Crossing (DRIC) Study is a bi-national effort to complete the environmental study processes related to a new international crossing between Windsor, Ontario, and Detroit, Michigan. The Border Transportation Partnership (The Partnership) leads this study. It is formed of the following agencies: Federal Highway Administration (FHWA), Michigan Department of Transportation (MDOT), Transport Canada (TC) and Ontario Ministry of Transportation (MTO). The DRIC Study identifies solutions that support the region, State, provincial and national economies while addressing the civil and national defense and homeland security needs of the busiest trade corridor between the United States and Canada. The Detroit River, which separates the U.S. and Canada, currently has border crossings at the Ambassador Bridge (four lanes), the Detroit-Windsor

Tunnel (two lanes), the Detroit-Canada Rail Tunnels, and the Detroit-Windsor Truck Ferry. These multi modal transportation links provide the connections for freight and passenger movements between the two countries. The DRIC Study includes transportation alternatives that improve border-crossing facilities, operations, and connections to meet existing and future mobility and security needs.

Purpose and Need for the Project: The purpose of the DRIC Study is to provide safe, efficient and secure movement of people and goods across the U.S.-Canadian border in the Detroit River area to support the economies of Michigan, Ontario, Canada and the United States, and to support the mobility needs of national and civil defense to protect the homeland.

To address future border crossing mobility requirements through 2035, there is a need to:

- Provide new border-crossing capacity to meet increased long-term demand;
- Improve system connectivity to enhance the seamless flow of people and goods;
- Improve operations and processing capability in accommodating the flow of people and goods; and
- Provide reasonable and secure crossing options (*i.e.*, redundancy) in the event of incidents, maintenance, congestion, or other disruptions.

Alternatives Evaluated: The DEIS evaluates nine Build Alternatives in addition to a No Build Alternative. The nine Build Alternatives each include an interchange plaza, a customs inspection plaza, and a bridge from the plaza that spans the Detroit River. The DEIS analyzes the issues/impacts on the United State's side of the proposed new border crossing. A Canadian-produced set of documents analyzes the issues/impacts on the Canadian side.

The No-Build Alternative would not result in a new international border crossing system in the Detroit-Windsor area. Only the existing crossings, plazas and freeway connections, including the Gateway connection currently under construction, would continue operations. A second privately-owned bridge has been proposed by the Detroit International Bridge Company in the Ambassador Bridge Enhancement Environmental Assessment and was included in the No-Build Alternative.

Issued on: April 29, 2008.

James J. Steel,
 Division Administrator, Lansing, Michigan.
 [FR Doc. E8-10231 Filed 5-8-08; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

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

TIME AND DATE: June 9, 2008, from 1 p.m. until 5 p.m., and June 10, 2008, from 8 a.m. until 12 Noon, Eastern Daylight Time.

PLACE: This meeting will take place at The Brown Hotel, 335 West Broadway, Louisville, Kentucky 40202.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Dated: May 1, 2008.

William A. Quade,
 Associate Administrator for Enforcement and Program Delivery.

[FR Doc. 08-1246 Filed 5-7-08; 2:40 pm]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket ID PHMSA-2007-0056]

Pipeline Safety: Information Collection Activities Under Office of Management and Budget Review

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Requests (ICR) abstracted below will be forwarded to the Office of Management and Budget (OMB) for review and comments. The ICRs describe the nature of the information collections and their expected burden. PHMSA published Notices in the **Federal Register** with 60-day comment periods soliciting comments on these collections of information. PHMSA did not receive any substantive comments