

related to a proposed action. The range of alternatives and the issues to be addressed in the EIS will be determined, in part, from written comments and comments submitted orally on the telephone or at any public meetings. The preliminary identification of reasonable alternatives and environmental issues in this notice is not meant to be exhaustive or final. Additional information on the planning process is available on the TVA Web site at <http://www.tva.com/environment/reports/dnlp/>.

TVA invites the participation of affected Federal, State, and local agencies and Indian tribes, as well as other interested persons. Pursuant to the regulations of the Advisory Council on Historic Preservation implementing Section 106 of the NHPA, TVA also solicits comments on the potential of the proposed Plan to affect historic properties. This notice also provides an opportunity under Executive Orders 11990 and 11988 for early public review of the potential for TVA's Plan to affect wetlands and floodplains, respectively.

Comments on the scope of this EIS should be submitted no later than the date given under the **DATES** section of this notice. Any comments received, including names and addresses, will become part of the administrative record and will be available for public inspection.

TVA intends to hold a public scoping meeting on June 12, 2008. The open house style meeting will be held from 4–8 p.m. EDT at Walters State Community College in Morristown, Tennessee. Upon consideration of the scoping comments, TVA will develop alternatives and identify environmental issues to be addressed in the EIS. These will be described in a report that will be available to the public. Following analysis of the environmental consequences of each alternative, TVA will prepare a draft EIS for public review and comment. Notice of availability of the draft EIS will be published by the Environmental Protection Agency in the **Federal Register**. TVA will solicit comments on the draft EIS in writing and at public meetings to be held in the project area. TVA expects to release the draft EIS in early 2009 and the final EIS in the fall of 2009.

Bridgette K. Ellis,

Senior Vice President, Office of Environment and Research.

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT–OST–2007–0108]

National Task Force To Develop Model Contingency Plans To Deal With Lengthy Airline On-Board Ground Delays

AGENCY: Office of the Secretary (OST), Department of Transportation (DOT).

ACTION: Notice of meeting of advisory committee.

SUMMARY: This notice announces a meeting of the National Task Force to Develop Model Contingency Plans to Deal with Lengthy Airline On-Board Ground Delays.

DATES: The Task Force meeting is scheduled for June 16, 2008, from 8:30 a.m. to 5 p.m., Eastern Time.

ADDRESSES: The Task Force meeting will be held at the U.S. Department of Transportation (U.S. DOT), 1200 New Jersey Avenue, SE., Washington, DC, in the Oklahoma City Conference Room on the lobby level of the West Building.

FOR FURTHER INFORMATION OR TO CONTACT THE DEPARTMENT CONCERNING THE TASK FORCE:

Liv Vaughn Chapman, Jr., or Kathleen Blank-Riether, Office of the General Counsel, U.S. Department of Transportation, 1200 New Jersey Ave., SE., W–96–429, Washington, DC 20590–0001; *Phone:* (202) 366–9342; *Fax:* (202) 366–7152; *E-mail:*

Liv Vaughn.Chapman@dot.gov, or

Kathleen.Blankriether@dot.gov.

SUPPLEMENTARY INFORMATION:

In accordance with the Federal Advisory Committee Act (FACA), 5 U.S.C. App. 2, and the General Services Administration regulations covering management of Federal advisory committees, 41 CFR part 102–3, this notice announces a meeting of the National Task Force to Develop Model Contingency Plans to Deal with Lengthy Airline On-Board Ground Delays. The Meeting will be held on June 16, 2008, between 8:30 a.m. and 5 p.m., at the U.S. Department of Transportation (U.S. DOT), 1200 New Jersey Avenue, SE., Washington, DC, in the Oklahoma City Conference Room on the lobby level of the West Building.

DOT's Office of Inspector General recommended, in its audit report, entitled "Actions Needed to Minimize Long, On-Board Flight Delays," issued on September 25, 2007, that the Secretary of Transportation establish a national task force of airlines, airports, and the Federal Aviation Administration (FAA) to coordinate and develop contingency plans to deal with

lengthy delays, such as working with carriers and airports to share facilities and make gates available in an emergency. To effectuate this recommendation, on January 3, 2008, the Department, consistent with the requirements of the FACA, established the National Task Force to Develop Model Contingency Plans to Deal with Lengthy Airline On-Board Ground Delays. The first meeting of the Task Force took place on February 26, 2008.

The agenda topics for the June 16, 2008, meeting will include the following: (1) A briefing by the Contingency Plan Working Group, the working group that is tasked with reviewing existing airline and airport contingency plans for extended tarmac delays for best practices and developing a model contingency plan; and (2) one or more presentations on recent tarmac delay events and efforts to avoid them.

Attendance is open to the public, and time will be provided for comments by members of the public. Since access to the U.S. DOT headquarters building is controlled for security purposes, any member of the general public who plans to attend this meeting must notify the Department contact noted above ten (10) calendar days prior to the meeting. Attendance will be necessarily limited by the size of the meeting room.

Members of the public may present written comments at any time and, at the discretion of the Chairman and time permitting, oral comments at the meeting. Any oral comments permitted must be limited to agenda items and will be limited to five (5) minutes per person. Members of the public who wish to present oral comments must notify the Department contact noted above via e-mail that they wish to attend and present oral comments at least ten (10) calendar days prior to the meeting. For this June 16, 2008, meeting, no more than one hour will be set aside for oral comments. Although written material may be filed in the docket at any time, comments regarding upcoming meeting topics should be sent to the Task Force docket, (10) calendar days prior to the meeting. Members of the public may also contact the Department contact noted above to be placed on the Task Force mailing list.

Persons with a disability requiring special accommodations, such as an interpreter for the hearing impaired, should contact the Department contact noted above at least seven (7) calendar days prior to the meeting.

Notice of this meeting is provided in accordance with the FACA and the General Services Administration regulations covering management of Federal advisory committees.

Issued on: May 28, 2008.

Samuel Podberesky,

Assistant General Counsel for Aviation Enforcement & Proceedings, U.S. Department of Transportation.

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BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Transportation Border Congestion Relief Program

AGENCY: Department of Transportation (DOT).

ACTION: Notice; request for applications.

SUMMARY: The Federal Government has an important role to play in facilitating and accelerating transportation-related capacity and operational improvements at international land border crossings that will improve border travel times and help reduce associated national and regional economic costs. To fulfill this role and to encourage the greater use of non-traditional transportation project finance, delivery, and facility operation mechanisms at the Nation's critical international land border crossings, the DOT is soliciting applications from interested international land border States, bridge and tunnel operators, and private entities to participate in the Transportation Border Congestion Relief (TBCR) Program. The goal of the TBCR Program is to identify and assist international land border States with implementing innovative solutions to help address land border travel time delay and facilitate trade and travel without compromising the vital mission of securing America's borders. The DOT intends to select two or more surface transportation projects, a minimum of one on the U.S./Mexico border and one on the U.S./Canada border, which can help improve border travel times.

DATES: Applications must be received on or before June 30, 2008.

ADDRESSES: Interested parties should submit applications to Marcus J. Lemon, Esq., Chief Counsel, Federal Highway Administration, HCC-1, Room E82-328, 1200 New Jersey Avenue, SE., Washington, DC 20590 or electronically to transportationbordercongestionrelief@dot.gov.

FOR FURTHER INFORMATION CONTACT: Ms. Alla C. Shaw, Esq. (202) 366-1042, Alla.Shaw@dot.gov, HCC-30, Room E84-463, 1200 New Jersey Avenue, SE., Washington, DC 20590, HCC Team Leader, or Mr. Roger Petzold, Team Leader, Border, Interstate, and GIS Program, (202) 366-4074, Roger.Petzold@dot.gov, HEPI-10, Room E74-312, 1200 New Jersey Avenue, SE.,

Washington, DC 20590. Office hours are from 7:30 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

An electronic copy of this document may be downloaded from the Office of the Federal Register's home page at: <http://www.archives.gov> and the Government Printing Office's Web page at: <http://www.access.gpo.gov/nara>.

Background

The DOT is establishing a Transportation Border Congestion Relief Program to demonstrate how non-traditional transportation project finance, delivery, and operation mechanisms can be used to improve land border travel times and can facilitate trade and travel without compromising the vital mission of securing America's borders within the Border Region (A Border Region is defined in section 1303(g)(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59; Aug. 10, 2005) as any portion of a U.S. State that is within 100 miles of an international land border with Canada or Mexico). The DOT is seeking applications from the 15 international land border States, bridge and tunnel operators, or from private sector entities which identify and advance land border transportation projects that can alleviate current or forecasted congestion at or near the U.S. border with Mexico and with Canada within the border zone. The DOT envisions a selection of two or more projects that can serve as models for land border travel time improvements.

The DOT is interested in pursuing projects that can address ways to improve land border travel times because of the significance of border transportation to our Nation. More than 17 million truckloads of freight crossed America's borders with Canada and Mexico in 2005, carrying over half of the \$711 billion in products the U.S. traded with its North American neighbors. Since 1990, the value of freight shipments among the U.S., Canada, and Mexico has risen by 170 percent, growing an average of 8 percent annually. Trade between the U.S. and Canada is about \$2 billion per day. In addition to the large amounts of daily trade, at least 2 million people legally cross our borders in any given day. These huge numbers are putting a serious strain on the transportation network at and near our international land border crossings. Travel times for crossing U.S. borders have steadily

increased since 1996, frustrating individuals, families, and commerce with negative impacts on quality of life, efficiency, and prudent use of resources.

In an effort to combat the growing problems of transportation congestion, the DOT launched the "National Strategy to Reduce Congestion on America's Transportation Network" (Congestion Initiative) in May of 2006.¹ The Congestion Initiative is designed both to reduce transportation congestion in the short-term and to build the foundation for successful longer-term congestion reduction efforts.

Objectives

The primary objectives of the TBCR Program are to:

A. Reduce border travel time delays by promoting non-traditional transportation project delivery and operation approaches at or near international land border crossings.

B. Illustrate the benefits of alternative financial models.

C. Promote and support a more efficient coordination process among the various Federal and local agencies that have an interest in our Nation's land borders.

D. Improve system connectivity to facilitate trade and the safe, legitimate, movement of people and goods across the U.S. border by decreasing border travel times without compromising the vital mission of securing America's borders.

E. Demonstrate the viability of developing land border crossing projects using an investment model based on sound economics and market principles.

F. Build on the institutional expertise in place within the U.S./Mexico Joint Working Committee for Border Planning <http://www.borderplanning.fhwa.dot.gov/mexico.asp> and the U.S./Canada Transportation Border Working Group <http://www.thetbwg.org>, and interagency groups related to border facilitation.

Application Process

A land border State, bridge or tunnel operator, or private sector entity (Applicant) interested in the TBCR Program should submit a TBCR Application to the DOT. The

¹ Speaking before the National Retail Federation's annual conference on May 16, 2006, in Washington, DC, former U.S. Transportation Secretary Norman Mineta unveiled a new plan to reduce congestion plaguing America's roads, rails, and airports. The National Strategy to Reduce Congestion on America's Transportation Network includes a number of initiatives designed to reduce transportation congestion. The transcript of these remarks is available at: <http://www.dot.gov/affairs/minetas051606.htm>. Additional information may be located at: <http://www.fightgridlocknow.gov>.