

Issued on: April 28, 2006.

**J. Richard Capka,**

*Acting Federal Highway Administrator.*

[FR Doc. E6-6687 Filed 5-2-06; 8:45 am]

BILLING CODE 4910-22-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Bannock County, Idaho

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Bannock County, Idaho.

**FOR FURTHER INFORMATION CONTACT:** Mr. Edwin B. Johnson, Field Operations Engineer, Federal Highway Administration, 3050 Lakeharbor Lane, Suite 126, Boise, Idaho, 83703, Telephone: (208) 334-9180, ext. 116, or Mr. Dennis Clark, Environmental Section Manager, Headquarters, Idaho Transportation Department, P.O. Box 7129 Boise, Idaho 83707-1129, Telephone: (208) 334-8203.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Idaho Transportation Department (ITD), will prepare an Environmental Impact Statement (EIS) for a proposal to provide a new access point along Interstate 15 (I-15) in Bannock County, Idaho. The proposed new access point project area is located between the existing I-86 system interchange (approximate location Mile Post (MP) 72.0), and terminating to the north at approximate MP 75.5 along I-15.

The purpose of this project is to locate a new service type access point to I-15, north of the existing I-86/I-15 system interchange in the Pocatello/Chubbuck metropolitan area located in Bannock County. Rapid residential growth in the northeastern bench and in the northern Chubbuck areas coupled with future commercial development has and will continue to create congestion and safety concerns at the existing interstate access points at the I-86/US 91 Chubbuck Interchange and at the I-15/Pocatello Creek Road Interchange, creating the need for this project.

This project will enhance access and cross-freeway mobility, improve traffic operations within the corridor, and provide safe and efficient movement of people, goods and services while giving full consideration to local roads as primary transportation corridors. This

project is needed because congestion and safety concerns are rising within the project corridor and travel times for local and through traffic have increased. These conditions have arisen from increased and projected regional travel demand due to planned community growth, limited local city street connectivity to and across I-15, and mobility limitations at existing interchanges.

Seven enhancement concepts are under consideration, including: (a) Taking a no-build action, (b) applying enhanced Transportation Systems and Transportation Demand Management methods to the existing local roads, (c) constructing one of five build action options which include: a new service interchange near the 2-1/2 mile overpass; a new service interchange connecting with Tyhee Road; a new interchange connection with Siphon Road; and two different new interchange options at the existing Chubbuck Road Overpass.

Letters describing the proposed action and soliciting comments and input will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens. A series of public meetings will be held in the Chubbuck/Pocatello area. A scoping meeting and a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be made available for both 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 or ITD at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to the program.)

**Authority:** 23 U.S.C. 315; 23 CFR 771.123; 49 CFR 1.48.

Issued on April 25, 2006.

**Stephen A. Moreno,**

*Division Administrator, Boise, Idaho.*

[FR Doc. 06-4130 Filed 5-2-06; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2005-23239]

#### Proposed Improvements to the Motor Carrier Safety Status (SafeStat) Measurement System

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA).

**ACTION:** Notice; request for comments.

**SUMMARY:** The Federal Motor Carrier Safety Administration (FMCSA) proposes improvements to its Motor Carrier Safety Status (SafeStat) Measurement System algorithm. The SafeStat system analyzes current and historical safety performance and compliance information to rank the relative safety fitness of commercial motor carriers. SafeStat enables FMCSA to quantify and monitor trends in the safety status of individual motor carriers. FMCSA focuses compliance review and roadside inspection resources on carriers posing the greatest potential safety risk. The proposed improvements are intended to make the algorithm more effective in identifying motor carriers posing a high crash risk.

**DATES:** Submit comments on or before July 3, 2006.

**ADDRESSES:** You may submit comments on the proposed changes through the SafeStat Online section of FMCSA's Analysis & Information Online Web site: <http://ai.fmcsa.dot.gov/SafeStat/SafeStatMain.asp>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Bryan Price, Federal Motor Carrier Safety Administration, 1000 Liberty Avenue, Suite 305, Pittsburgh, PA 15222. Telephone 412-395-4816. E-mail [bryan.price@fmcsa.dot.gov](mailto:bryan.price@fmcsa.dot.gov).

**SUPPLEMENTARY INFORMATION:** SafeStat is an automated, data-driven analysis system designed by FMCSA. It combines current and historical carrier-based safety performance information to measure the relative (peer-to-peer) safety fitness of interstate commercial motor carriers and intrastate commercial motor carriers that transport hazardous materials. This information includes Federal and State data on crashes and roadside inspections, on-site compliance review results, and enforcement history. SafeStat enables FMCSA to quantify and monitor the safety status of individual motor carriers on a monthly basis, and thereby focus compliance review and roadside inspection resources on carriers posing the greatest potential safety risk.

SafeStat can be accessed through the SafeStat Online portion of FMCSA's A&I Online Web site: <http://ai.fmcsa.dot.gov/SafeStat/SafeStatMain.asp>. The Agency has proposed improvements to the SafeStat system that would simplify the Accident Safety Evaluation Area (SEA), increase the relevance of moving violations in the Driver SEA, include in the Vehicle SEA vehicle out-of-service violations from inspections marked as driver-only, and shorten the data exposure time period considered by SafeStat from 30 months to 24 months. The proposed changes are also consistent with FMCSA's Comprehensive Safety Analysis 2010 (CSA 2010) reform initiative. The ultimate goal of CSA 2010 is development of an optimal operational model that will allow FMCSA to focus its limited resources on improving the performance of high-risk operators. For more information about CSA 2010, visit <http://www.fmcsa.dot.gov/safety-security/safety-initiatives/csa2010listening.htm>.

Revisions to the SafeStat system are exempt from notice and comment under the Administrative Procedure Act because they are both matters "relating to agency management" and "general statements of policy, or rules of agency \* \* \* procedure, or practice" under 5 U.S.C. 553(a)(2) and (b)(A), respectively. Nonetheless, FMCSA encourages the public to review the details of the proposed SafeStat improvements by accessing SafeStat Online, and to submit comments directly to the Web site. The Agency will give careful consideration to all comments received, and provide appropriate notice regarding the changes to its safety measurement system at <http://ai.fmcsa.dot.gov/SafeStat/SafeStatMain.asp>.

Issued on: April 24, 2006.

**William A. Quade,**

*Acting Associate Administrator, Enforcement and Program Delivery.*

[FR Doc. E6-6647 Filed 5-2-06; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[Docket No. FTA-2006-23636]

#### Notice of Clarification of Effective Date for Guidance on New Starts Policies and Procedures

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of clarification.

**SUMMARY:** This notice clarifies the effective date set forth in the notice of availability and request for comments for the Guidance on New Starts Policies and Procedures published on January 19, 2006, in the **Federal Register**. The Proposed Guidance on New Starts Policies and Procedures did not become effective on April 30, 2006, as stated in the January 19, 2006 notice. FTA will publish an additional notice in the **Federal Register** before new requirements are to become effective.

**FOR FURTHER INFORMATION CONTACT:** Ron Fisher, Office of Planning and Environment, telephone (202) 366-4033, Federal Transit Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590 or [Ronald.Fisher@fta.dot.gov](mailto:Ronald.Fisher@fta.dot.gov).

**SUPPLEMENTARY INFORMATION:** In the notice of availability for the proposed Guidance on New Starts Policies and Procedures issued on January 19, 2006 (71 FR 3149), FTA noted that the proposed changes "will become effective April 30, 2006." With today's notice, FTA seeks to clarify that none of the changes in the proposed Guidance on New Starts Policies and Procedures became effective on April 30, 2006. Further, none of those changes shall otherwise become effective until FTA publishes notice in the **Federal Register**, in accordance with the applicable requirements of 49 U.S.C. 5334(1), responding to comments received and explaining any changes, if appropriate, to the proposed guidance based on those comments.

Issued in Washington, DC this 27th day of April, 2006.

**Sandra K. Bushue,**

*Deputy Administrator.*

[FR Doc. 06-4165 Filed 5-2-06; 8:45 am]

**BILLING CODE 4910-57-M**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Voluntary Intermodal Sealift Agreement (VISA)

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice of open season for enrollment in the VISA program.

#### Introduction

The VISA program was established pursuant to section 708 of the Defense Production Act of 1950, as amended (DPA), which provides for voluntary agreements for emergency preparedness programs. VISA was approved for a two year term on January 30, 1997, and published in the **Federal Register** on

February 13, 1997, (62 FR 6837).

Approval is currently extended through September 30, 2007, as published in the **Federal Register** on September 23, 2005 (70 FR 55947).

As implemented, the VISA program is open to U.S.-flag vessel operators of oceangoing militarily useful vessels. Operators include vessel owners and bareboat charter operators if satisfactory signed agreements are in place committing the assets of the owner to the bareboat charterer for purposes of VISA. While tug/barge operators must own or bareboat charter barges committed to the VISA program, it is not required that these operators commit tug service through bareboat charter or ownership arrangements. Time charters of U.S.-flag tugs will satisfy tug commitments to the VISA program. However, participation in the VISA program is not satisfied by tug commitment only. Tug/barge VISA participants must commit capacity of at least one barge to the VISA program. Voyage and space charterers are not considered U.S.-flag vessel operators for purposes of VISA eligibility.

#### VISA Concept

The mission of VISA is to provide commercial sealift and intermodal shipping services and systems, including vessels, vessel space, intermodal systems and equipment, terminal facilities, and related management services, to the Department of Defense (DOD), as necessary, to meet national defense contingency requirements or national emergencies.

VISA provides for the staged, time-phased availability of participants' shipping services/systems to meet contingency requirements through prenegotiated contracts between the Government and participants. Such arrangements are jointly planned with the Maritime Administration (MARAD), U.S. Transportation Command (USTRANSCOM), and participants in peacetime to allow effective and best valued use of commercial sealift capacity, to provide DOD assured contingency access, and to minimize commercial disruption, whenever possible.

There are three time-phased stages in the event of VISA activation. VISA Stages I and II provide for prenegotiated contracts between DOD and participants to provide sealift capacity to meet all projected DOD contingency requirements. These contracts are executed in accordance with approved DOD contracting methodologies. VISA Stage III will provide for additional capacity to the DOD when Stage I and II commitments or volunteered capacity