

governments' transportation programs. The information will include funding information, staffing, and administration of transportation projects and programs. Information will also be requested of tribal governments on cooperative projects with state and local governments.

The information will be used to prepare a summary of how tribal transportation programs are funded and staffed and how tribal governments administer programs with the Bureau of Indian Affairs, FHWA, and state and local governments. Information will be evaluated and best practices will be identified. The information will be shared with tribal governments and states for their use in developing and enhancing effective transportation programs for tribal governments.

Respondents: 100 tribal government transportation staff.

Frequency: The information will be collected one time for purposes of the synthesis study.

Estimated Average Burden per Response: The estimated average reporting burden per response is 2 hours.

Estimated Total Annual Burden Hours: The estimated average burden is 2 hours per respondent. The FHWA goal is to get information from 100 tribal governments as minimum. The estimated total annual burden is 200 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burdens could be minimized, including use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Electronic Access: Internet users may access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help. An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office Electronic Bulletin Board Service at telephone number 202-512-1661. Internet users may reach the **Federal Register's** home page at <http://>

www.nara.gov/fedreg and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: March 17, 2003.

James R. Kabel,

Chief, Management Programs and Analysis Division.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Wayne County, MI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is reissuing this notice (originally published March 13, 2002) to advise the public that an environmental impact statement (EIS) will be prepared for proposed intermodal freight terminal(s) in Wayne County and/or Oakland Counties, Michigan. This Notice revises the published Notice of Intent of March 13, 2002.

FOR FURTHER INFORMATION CONTACT:

James A. Kirschensteiner, Assistant Division Administrator, Federal Highway Administration, 315 West Allegan Street, Room 207, Lansing, Michigan 48933, Telephone: (517) 702-1835, or Ms. GERALYN AYERS, Supervisor, Environmental Section, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing Michigan 48909, Telephone: (517) 373-2227.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Michigan Department of Transportation, will prepare an environmental impact statement (EIS) for a proposed project to develop existing individual intermodal terminals or a complex of terminals operated by several railroads to provide consolidated intermodal freight service to business and industry. The project could include roadway and rail improvements to the existing terminal sites, known as the Detroit-Livernois Yard, CP Expressway, CP Oak, and CN Moterm. Improvements are considered necessary to meet the future need for improved intermodal efficiencies regionally and on a national scale. The purpose of the project is to support the economic competitiveness of southeastern Michigan and the state of Michigan by improving freight

transportation opportunities and efficiencies for business and industry.

Existing intermodal rail terminals are generally located as follows: (a) The Detroit-Livernois Yard owned/operated by CSX and Norfolk Southern Railroads and located west of Livernois Avenue and south of John Kronk Street, in Wayne County; (b) the CP (Canadian Pacific)—Expressway, east of I-75 and south of Michigan Avenue, behind the Michigan Central Depot, in Wayne County; (c) the CP (Canadian Pacific)—Oak, in the northwest quadrant of the interchange of I-96 with the Southfield Freeway, in Wayne County; (d) the CN (Canadian National)—Moterm, north of 8 Mile Road and east of Woodward Avenue, in Oakland County; and, (e) the NS (Norfolk Southern) intermodal terminals in Southwest Detroit and Melvindale known as NS Delray and NS Triple Crown, respectively. Norfolk Southern Railroad intends to consolidate its intermodal activity at these last two terminals into the Detroit-Livernois Yard, leaving that as the only NS intermodal terminal location for analysis in the Detroit Intermodal Freight Terminal Project. Mazda has an intermodal terminal at Flat Rock in Wayne County, which is not part of this project because it is not available for non-Mazda, commercial business purposes.

Alternatives under consideration include: (1) Taking no action, which involves the affected railroads mentioned above, proceeding with improvements and developments on the railroads' own schedule to meet their current intermodal market demands; (2) improving/expanding existing intermodal terminals (a through d, mentioned above) at their current locations; and (3) consolidation of regional intermodal operations at the Detroit-Livernois Yard. Alternative 3 is to be a refinement of the concept identified as Rail Strategy 3 in the Detroit Intermodal Freight Terminal Project Feasibility Study, Technical Report No. 4. This alternative was the focus of the Notice of Intent published March 13, 2002, that notice being hereby revised. The draft EIS will describe alternatives for improving intermodal activity in Southwest Michigan including those that were considered during the Feasibility Study of the Detroit Intermodal Freight Terminal Project. Those alternatives considered prudent and feasible will be studied further.

Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state, and local agencies, and to private organizations and citizens who have previously