one hand, and Saltillo, Guadalajara, and Monterrey, Mexico, on the other.

Renee V. Wright,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. 05–22022 Filed 11–3–05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Supplemental Draft Environmental Impact Statement: Loudon, Anderson, and Knox Counties, TN

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice to advise the public of its intent to prepare a Supplemental Draft Environmental Impact Statement in cooperation with the Tennessee Department of Transportation (TDOT) for Route 475 (Knoxville Parkway) in Loudon, Knox, and Anderson Counties, Tennessee. This project is intended to improve regional and national transportation needs.

FOR FURTHER INFORMATION CONTACT: Mr. Walter Boyd, P.E., Field Operations Team Leader, 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), intends to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) for the Route 475 (Knoxville Parkway).

A Draft Environmental Impact Statement (DEIS) FHWA–EIS–(TN–EIS–01–02–D) for the project was approved and released for public review in December 2001. The original DEIS contained analysis of three alternative alignments, called the Blue, Orange, and Green Alternatives. Based on the findings of the DEIS and comments provided by the public, TDOT identified the Orange Alternative as the preferred alignment to carry forward in the Final Environmental Impact Statement. The proposed project corridor begins at Interstate 75 (I–75) approximately 5.8 miles southwest of the I–40/I–75 merge southwest of Knoxville near Lenoir City. From this location, the corridor extends in a northeasterly direction to I–75 approximately 3.0 miles northwest of the I–75/SR–61 interchange, north of Knoxville near the City of Norris.

Since the DEIS was approved, the alternatives development and screening process for the Route 475 project has continued through the Context Sensitive Solutions (CSS) process (*http://www.knoxvilleparkway.com*). The CSS process identified two new alternatives that follow the general alignment of the original Orange alternative, but have been shifted at various locations based primarily on input from the CSS team. Furthermore, the number and type of access points along the corridor have been modified on these two alternatives. The purpose of the SDEIS is to develop and study these two new alternatives.

Letters describing the proposed NEPA study and soliciting input will be sent to the appropriate Federal, State, 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 SDEIS and 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 SDEIS will be available for public and agency review and comment prior to the public hearings.

To ensure that the full range of issues related to this 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 SDEIS should be directed to FHWA at the address provided above.

Issued on: October 31, 2005.

Walter Boyd,

Field Operations Team Leader, Nashville, Tennessee.

[FR Doc. 05–22008 Filed 11–3–05; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Federal Transit Administration Cooperative Procurement Pilot Program

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice; request for proposals.

SUMMARY: This notice solicits proposals for consideration for the Cooperative Procurement Pilot Program (CPPP). Section 166 of the Transportation, Treasury, and Independent Agencies Appropriations Act, 2004 directs the Federal Transit Administration (FTA) to establish a pilot program to determine the benefits of encouraging cooperative procurement of major capital equipment. As specified in the Appropriations Act, three pilot projects were selected in November 2004. Section 167 of the Transportation Treasury, and Independent Agencies Appropriations Act, 2005 directs the FTA to continue the CPPP and to expand the program to five pilot projects. Under the CPPP, competitively selected grantees, consortiums of grantees, or members of the private sector acting as agents of grantees will develop cooperative specifications and conduct joint procurements. For this program, Congress has raised the Federal share to be provided from 80 percent to 90 percent.

DATES: Proposals (2 copies) and/or comments will be evaluated in the order they are received and the proposing party will receive notification of acceptance or denial no later than 90 days after FTA receives the proposal.

ADDRESSES: Proposals and/or comments should be submitted to Bruce Robinson, 400 Seventh Street, SW., Suite 9401, Washington, DC 20490 or *bruce.robinson@fta.dot.gov* and shall reference CPPP.

FOR FURTHER INFORMATION CONTACT: Bruce Robinson, Office of Research, Demonstration, and Innovation, Federal Transit Administration, (202) 366–4209, or e-mail: *bruce.robinson@fta.dot.gov*.

SUPPLEMENTARY INFORMATION:

Background

The Federal Transit Administration provides grants to State and local government agencies to support public transportation in communities across America. A major portion of these funds is used to purchase major capital equipment (e.g., buses, vans, railcars) used in providing public transit service. FTA's annual budget exceeds $7 billion, or which more than $3 billion is distributed by formula to more than 1,000 grantees nationwide. On average, FTA funds more than half of the bus purchases in any given year in the United States. The bus industry and FTA have promoted standard contract terms and conditions to try to reduce the number of individualized bus orders. Voluntary standard technical specifications and warranties have been developed and promoted by FTA and the American Public Transportation Association. To date, none of these efforts has reduced the use of individualized designs and specifications. This phenomenon also