

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.¹³

Florence E. Harmon,
Deputy Secretary.
[FR Doc. E7-8257 Filed 4-30-07; 8:45 am]
BILLING CODE 8010-01-P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration # 10851]

Maine Disaster # ME-00006

AGENCY: U.S. Small Business Administration.
ACTION: Notice.

SUMMARY: This is a Notice of the Presidential declaration of a major disaster for Public Assistance Only for the State of Maine (FEMA-1691-DR), dated 4/20/2007.

Incident: Flooding.
Incident Period: 3/16/2007 through 3/18/2007.

DATES: *Effective Date:* 4/20/2007.
Physical Loan Application Deadline Date: 6/19/2007.

ADDRESSES: Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

FOR FURTHER INFORMATION CONTACT: A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street, SW., Suite 6050, Washington, DC 20416.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the President's major disaster declaration on 4/20/2007, Private Non-Profit organizations that provide essential services of a governmental nature may file disaster loan applications at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties:
Hancock, Knox, Lincoln, Waldo.

The Interest Rates are:

	Percent
Other (Including Non-Profit Organizations) with Credit Available Elsewhere	5.250
Businesses And Non-Profit Organizations without Credit Available Elsewhere	4.000

The number assigned to this disaster for physical damage is 10851.

Catalog of Federal Domestic Assistance Number 59008).

Herbert L. Mitchell,
Associate Administrator for Disaster Assistance.
[FR Doc. E7-8247 Filed 4-30-07; 8:45 am]
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TRADE AND DEVELOPMENT AGENCY

SES Performance Review Board

AGENCY: Trade and Development Agency.

ACTION: Notice.

SUMMARY: Notice is hereby given of the appointment of members of the Trade and Development Agency's Performance Review Board.

FOR FURTHER INFORMATION CONTACT: Carolyn Hum, Administrative Officer, Trade and Development Agency, 1000 Wilson Boulevard, Suite 1600, Arlington, VA 22209 (703) 875-4357.

SUPPLEMENTARY INFORMATION: Section 4314(c)(1) through (5), U.S.C., requires each agency to establish, in accordance with regulations prescribed by the Office of Personnel Management, one or more SES performance review boards. The board shall review and evaluate the initial appraisal of a senior executive's performance by the supervisor, along with any recommendations to the appointing authority relative to the performance of the senior executive.

The following have been selected as acting members of the Performance Review Board of the Trade and Development Agency: Leocadia Zak, Deputy Director, U.S. Trade and Development Agency; Geoffrey Jackson, Director for Policy and Program, U.S. Trade and Development Agency; Thomas Hardy, Chief of Staff, U.S. Trade and Development Agency; and James Wilderotter, General Counsel, U.S. Trade and Development Agency.

Dated: April 25, 2007.

Carolyn Hum,
Administrative Officer.
[FR Doc. E7-8294 Filed 4-30-07; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: State Route 71, South Knoxville Boulevard, From Governor John Sevier Highway (State Route 168) to Moody Avenue, Knox County, 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 that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Knox County, Tennessee.

FOR FURTHER INFORMATION CONTACT: Ms. Karen M. Brunelle, Planning and Program Management Team Leader, Federal Highway Administration—Tennessee Division Office, 640 Grassmere Park Road, Suite 112, Nashville, TN 37211. 615-781-5772.

SUPPLEMENTARY INFORMATION: A Final EIS (FEIS) was approved for the South Knoxville Boulevard project on June 24, 1977. That FEIS covered a project that started at Chapman Highway (U.S. 441/SR-71) near Longvale Drive and extended northward to State Route 158 (the Central Business District (CBD) Loop) in Knoxville. The segment of that project from the CBD Loop southward to Moody Avenue has been constructed as a four-lane, median divided freeway section, and opened to traffic.

Construction plans were prepared for the approved alignment from Moody Avenue southward to Old Sevierville Pike, but this part of the project has not been constructed. The segment of the approved South Knoxville Boulevard alignment between Old Sevierville Pike and Chapman Highway was subsequently determined to have engineering constraints due to several sinkholes along the route.

An Environmental Assessment (EA) was prepared to address an alternate alignment between Old Sevierville Pike and Chapman Highway. The EA was approved by the FHWA on April 25, 2001. A Corridor and Design Public Hearing was conducted on July 31, 2001. A final environmental decision document was not issued. In the spring of 2003, the Tennessee Department of Transportation (TDOT) commissioned the University of Tennessee Center for Transportation to review fifteen proposed TDOT projects across the state. The James White Parkway (also known as South Knoxville Boulevard) Extension was included in those projects. Based on the results of this

¹³ 17 CFR 200.30-3(a)(12).

review, TDOT, in November 2003, referred the project back to local officials for further review. The James White Parkway—Chapman Highway Corridor Study Task Force, with technical support from the Knoxville—Knox County Metropolitan Planning Commission and the Knoxville Regional Transportation Planning Organization, conducted an extensive review of the project. The task force was authorized by the Knoxville City Council in January 2002 and was expanded in the spring of 2004 to include a broad cross-section of stakeholders from both the City of Knoxville and Knox County. In January 2005, the task force recommended that additional alternatives be studied for extending James White Parkway, including extending the southern terminus to Governor John Sevier Highway (SR-168).

During preparation of the EA for the segment of the project between Old Sevierville Pike and Chapman Highway, several environmental issues were identified that suggested other alternative alignments should be studied and evaluated. These identified issues could result in potential significant impacts. Therefore, due to potential environmental impacts in the study area, community concerns, and the desire to extend the project's south terminus, the FHWA in cooperation with TDOT will now prepare an EIS. The EIS will be for a proposal to complete State Route 71, South Knoxville Boulevard, from Governor John Sevier Highway (State Route 168) to Moody Avenue in Knox County, Tennessee, a distance of approximately four miles, depending upon the alternative alignment that could be selected.

Alternatives to be considered include: (1) No-build; (2) a Transportation System Management alternative; (3) one or more build alternatives that could include constructing a roadway on a new location, upgrading existing Chapman Highway (U.S. 441/State Route 33/71), or a combination of both; and (4) other alternatives that may arise from public input. Public scoping meetings will be held for the project corridor. As part of the scoping process, Federal, State, and local agencies and officials; private organizations; citizens; and interest groups will have an opportunity to identify issues of concern and provide input on the purpose and need for the project, range of alternatives, methodology, and the development of the EIS. A Coordination Plan will be developed to include the public in the project development process. This plan will utilize the following outreach efforts to provide

information and solicit input: newsletters; an internet website; e-mail and direct mail; informational meetings and briefings; public hearings; and other efforts as necessary and appropriate. A public hearing will be held upon completion of the Draft EIS and public notice will be given of the time and place of the hearing. The Draft EIS 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 should be directed to the FHWA contact person at the address provided above.

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

Issued on: April 25, 2007.

Karen M. Brunelle,

*Planning and Program Mgmt. Team Leader,
Nashville, TN.*

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Port Huron township and City of Port Huron, MI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is reissuing this Notice to advise the public of changes to the Environmental Assessment that was to be prepared for the proposed improvements to the I-94/I-69 corridor and the Black River Bridge in Port Huron Township, MI and changes to the Environmental Impact Statement that was to be prepared for the proposed improvements to the United States Port of entry Plaza for the Blue Water Bridge in St. Clair County, Michigan. This Notice revises the published Notices of Intent of January 27, 2005 and November 7, 2006.

FOR FURTHER INFORMATION CONTACT: Mr. Ryan Rizzo, Major Projects Manager, Federal Highway Administration, 315 W. Allegan Street, Room 201, Lansing, Michigan 48933, Telephone (517) 702-1833.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the Michigan Department of Transportation (MDOT) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for potential improvements to the United States Border Plaza at the Blue Water Bridge.

The Blue Water Bridge is a major passenger and commercial border crossing between the United States and Canada and is the termination point for I-94 in the United States and for Highway 402 in Canada. MDOT owns and operates the Blue Water Bridge in conjunction with the Canadian Blue Water Bridge Authority (BWBA), MDOT also owns and operates the Blue Water Bridge Border Plaza. Several inspection agencies operate on the United States Plaza. The agencies are responsible for inspecting vehicles, goods, and people entering the United States and include: The Bureau of Customs and border Protection (CBO), the United States Department of Agriculture (USDA), and the Food and Drug Administration (FDA). The inspection agencies lease facilities on the United States Plaza from MDOT through the General Services Administration (GSA), which serves as the Federal-leasing agent. MDOT collects tolls from vehicles departing the United States for Canada on the plaza.

The study area is located within the City of Port Huron and Port Huron Township. The study area consists of approximately 30 blocks (195 acres) of urban land use surrounding the existing plaza and ramps and extends to the west along I-94/I-69 approximately 2.2 miles. The study area includes the Black River Bridge, Water Street interchange, Lapeer Connector interchange, and locations for possible off-site inspection facilities, located north of I-94/I-69 and west of the Water Street interchange.

In September 2002, this project started as an Environmental Assessment (EA) and proceeded through the scoping phase, Purpose and Need documentation, and three public information meetings. As a result of identified potentially significant impacts, FHWA and MDOT concluded in 2004 that an Environmental Impact Statement should be completed. In 2006 after further analysis, it was decided that the project could be split into two environmental documents: and Environmental Assessment for the I-94/I-69 corridor improvements and an Environmental Impact Statement for the plaza project. In early 2007, after additional consultation with stakeholders and interested parties, it was determined that the two separate studies should be merged into one and