

Petition Docket Number FRA-2007-28454) and must be submitted to the Docket Clerk, DOT Docket Management Facility, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78), or you may visit <http://dms.dot.gov>.

Issued in Washington, DC on July 11, 2007.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E7-13741 Filed 7-16-07; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2007-28424]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236, as detailed below.

Applicant: Union Pacific Railroad, Mr. Thomas T. Ogee, AVP Engineering Design, 1400 Douglas Street, Stop 0910, Omaha, Nebraska 68179.

The Union Pacific Railroad Company (UP) seeks approval of the proposed discontinuance and removal of the automatic block signal system (ABS) on

the UP Albert Lea Subdivision between Milepost 193.1 and Milepost 194.2 in or near Mason City, Iowa. Train movements on the affected portion of track will be governed by Rule 6.13 of the General Code of Operating Rules, *Yard Limits*.

The reason given for the proposed changes is that the ABS system is no longer needed for safe train operation.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

All communications concerning this proceeding should be identified by Docket Number FRA-2007-28424 and may be submitted by one of the following methods:

Web site: <http://dms.dot.gov>. Follow the instructions for submitting comments on the DOT electronic site;

Fax: 202-493-2251;

Mail: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590; or

Hand Delivery: Room W12-140 of the U.S. Department of Transportation West Building Ground Floor, 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA wishes to inform all potential commenters that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.).

You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

Issued in Washington, DC on July 11, 2007.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Early Scoping Notice

AGENCY: Federal Transit Administration, U.S. Department of Transportation, and the Detroit Department of Transportation.

ACTION: Early Scoping Notice for the Detroit Transit Options for Growth Study.

SUMMARY: The Federal Transit Administration (FTA) and the Detroit Department of Transportation (DDOT) are issuing this early scoping notice to advise agencies and the public that they intend to explore, in the context of the Council on Environmental Quality's early scoping process, alternative means of implementing rapid transit improvements in the Detroit area in Wayne County, Michigan. Three alignments, described below, will be examined, largely to explore their potential for implementation of a major transit capital investment (New Start). Public scoping meetings have been planned and are announced below. This process may result in selection of a locally preferred alternative (proposed action). If preparation of an environmental impact statement is warranted, this early scoping process is intended to satisfy standard National Environmental Policy Act scoping requirements, except that comments on the purpose and need for the proposed action, the range of alternatives to be considered, and potentially significant impacts, as described in a forthcoming notice of intent, will be invited and considered.

DATES: One interagency scoping meeting and four public scoping meetings will be conducted on the following dates and times at the locations indicated:

Interagency Scoping Meeting

Friday, July 27, 2007, 1 p.m. to 3 p.m., Detroit Department of Transportation, 1301 East Warren, Detroit, Michigan 48207.

Public Scoping Meetings

Wednesday, July 25, 2007, 11 a.m. to 2 p.m., The Guardian Building, Mezzanine Lobby, 500 Griswold, Detroit, Michigan 48226.

Wednesday, July 25, 2007, 5 p.m. to 8 p.m., Wayne State University, Welcome Center, 42 West Warren Avenue, Detroit, Michigan 48202.

Thursday, July 26, 2007, 5 p.m. to 8 p.m., Wayne County Community College, Cooper Community Center, 5901 Conner, Detroit, MI 48213.

Saturday, July 28, 2007, 10 a.m. to 1 p.m., Ford Community and Performing Arts Center, Studio A, 15801 Michigan Avenue, Dearborn, MI 48126.

The public scoping meetings will begin with an hour-long open house allowing the public to discuss the scoping process and study options with project staff. Handouts describing alignments, study options, and other aspects of contemplated rapid transit improvements will be available at the meetings. The meetings will be facilitated and a court reporter will be present to record oral comments which are welcomed. The scoping information will also be available on the project Web site at <http://www.dtog.com>. American Sign Language, Arabic, and Spanish interpreters will be present at the public scoping meetings. The buildings are accessible to persons with disabilities.

ADDRESSES: Written comments on this notice should be submitted by August 29, 2007 to: Mr. Tim Roseboom, Project Manager, Detroit Department of Transportation, 1301 East Warren, Detroit, Michigan 48207, Telephone: (313) 833-7973, Fax: (313) 833-5493, E-mail: TimRos@detroitmi.gov.

FOR FURTHER INFORMATION CONTACT: Mr. Bill Wheeler, Community Planner, Federal Transit Administration (FTA), Region V, 200 West Adams Street, Suite 320, Chicago, Illinois 60606-5232, Telephone: (312) 353-2789.

SUPPLEMENTARY INFORMATION: Early scoping is a National Environmental Policy Act (NEPA) process that is particularly useful in situations where, as here, a proposed action (the locally preferred alternative) has not been identified and multiple broad alternatives are under consideration in several corridors. While scoping normally follows issuance of a notice of intent, which must describe the proposed action, it "may be initiated earlier, as long as there is appropriate public notice and enough information available on the proposal so that the public and relevant agencies can participate effectively." Council on Environmental Quality, "Forty Most Asked Questions Concerning CEQ's

National Environmental Policy Act Regulations," 46 FR 18026, 18030 (1981) (Answer to Question 13). Available information is more than adequate to permit the public and relevant agencies to participate effectively in early scoping.

The Detroit Transit Options for Growth Study and Subsequent Developments

The Detroit Transit Options for Growth (DTOG) Study identifies 14 corridors in the study area that includes the cities of Dearborn, Detroit, Hamtramck, and Highland Park and encompasses approximately 160 square miles. The study-area population is over 1 million and estimated employment stands at nearly 500,000 jobs. Transit service in the study area is provided by buses, which have strong ridership and serve many people who depend on transit for their trips. The Detroit People Mover, a 2.9 mile elevated rail circulator in downtown Detroit, also provides transit service, but no rapid transit service is available within the study area. The DTOG Study represents a major step to promote regional and local rapid transit improvements in Southeast Michigan for the purposes of addressing existing, as well as projected congestion, and improving air quality, or at least not degrading it any further.

In the summer of 2006, DDOT initiated State and local planning required for anticipated New Starts transit projects to be eligible for Federal funding assistance under 49 U.S.C. 5309. The objective of beginning early planning efforts was to advance the realization of regional and local rapid transit improvements to serve current and future population and employment centers and destinations by narrowing options developed in the DTOG Study. Following a multi-phase screening process that included public participation, it was determined that three priority corridors (of the 14 identified in the DTOG Study) would be advanced for further study. The three alignments include: (1) The Woodward Avenue Corridor from downtown Detroit to Eight Mile Road; (2) a combined Woodward and Michigan Avenues Corridor from downtown Detroit to Grand Boulevard near the New Center area and on Michigan Avenue from downtown Detroit to the City of Dearborn near Fairlane Mall and University of Michigan Dearborn; and (3) a combined Woodward and Gratiot Avenues Corridor from downtown Detroit to Grand Boulevard near the New Center area and the Gratiot Avenue Corridor from downtown Detroit to Eight Mile Road. It was further determined that potential rapid transit

modes that would meet the objectives of the DTOG Study included Bus Rapid Transit (BRT), Light Rail Transit (LRT), and modern streetcar. A public participation program has been developed and initiated with a Web site, newsletter, and public meetings and stakeholder meetings. A technical committee has been established and meets monthly.

State and Local Planning and Early Scoping

Public planning for an anticipated New Starts transit project in the Detroit area continues. The public planning process resembles in some respects alternatives analysis required by the NEPA process, except that the former evaluates alternatives broadly by examining several modal and alignment options for addressing defined mobility needs in a particular corridor. Essentially, State and local planning produces a clearly defined project problem statement for use in New Starts in alternative analysis whereas consideration of project alternatives under NEPA calls for a concise statement of purpose and need. Nevertheless, to the extent that State and local planning efforts can lead toward a well-defined purpose and need statement and satisfy requirements of the NEPA process, including scoping, it should not have to be duplicated subsequently in that process. See 40 CFR 1506.2(b) ("Agencies shall cooperate with State and local agencies to the fullest extent possible to reduce duplication between NEPA and State and local requirements."). Early scoping provides a means through which duplication, waste, and delay that could otherwise be experienced in situations such as this may be avoided.

Future New Starts planning alternatives analysis will examine alignments, technologies, station locations, costs, funding, ridership, economic development, land use, engineering feasibility, and environmental factors in a selected corridor. During alternatives analysis, DDOT will also evaluate options for transportation improvements in the study area that do not involve significant capital investment (e.g., enhanced bus service). At the conclusion of this early scoping and alternatives analysis process, a locally preferred alternative—the "proposed action"—will be determined, as well as the appropriate NEPA process—environmental assessment or environmental impact statement—to be undertaken for the proposed action. If preparation of an environmental impact statement is warranted, a notice of

intent will be published in the **Federal Register** and comments on the purpose and need for the proposed action, the range of alternatives to be considered, and potentially significant environmental impacts will be invited and considered.

In conjunction with issuance of this notice, and consistent with provisions of 23 U.S.C. 139, invitations will be extended to other Federal and non-Federal agencies that may have an interest in this matter to be participating agencies. A plan for coordinating public and agency participation in and comment on the environmental review process for issues and alternatives under consideration here and at subsequent phases of the process will be prepared.

Issued this 10th day of July, 2007.

Marisol R. Simon,

Regional Administrator, Region 5.

[FR Doc. E7-13766 Filed 7-16-07; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD 2007 28708]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice of intention to request extension of OMB approval and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intention to request extension of approval (with modifications) for three years of a currently approved information collection.

DATES: Comments should be submitted on or before September 17, 2007.

FOR FURTHER INFORMATION CONTACT:

Mitch Hudson, Maritime Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590. Telephone: 202-366-9373; or E-Mail: mitch.hudson@dot.gov. Copies of this collection also can be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Requirements for Establishing U.S. Citizenship—46 CFR Parts 355 and 356.

Type of Request: Extension with modifications of currently approved information collection.

OMB Control Number: 2133-0012.

Form Numbers: None.

Expiration Date of Approval: Three years from date of approval by the Office of Management and Budget.

Summary of Collection of Information: Maritime Administration implementing regulations at 46 CFR parts 355 and 356 set forth requirements for establishing U.S. citizenship in accordance with MARAD statutory authority. Those receiving benefits under 46 U.S.C. Chapters 531, 535, and 537 (formerly the Merchant Marine Act, 1936, as amended), or applicants seeking a fishery endorsement eligibility approval pursuant to the American Fisheries Act must be citizens of the United States within the meaning of 46 U.S.C. 50501, (formerly Section 2 of the Shipping Act, 1916, as amended). In either case, whether seeking program benefits or fishery endorsement eligibility, Section 50501 sets forth the statutory requirements for determining whether an applicant, be it a corporation, partnership, or association is a U.S. citizen. 46 CFR part 356 is distinguished from 46 CFR part 355 in that part 356 establishes requirements for U.S. citizenship exclusively in accordance with the AFA while part 355 is applied for purposes of establishing citizenship across multiple MARAD programs arising under other statutory authority. Most program participants are required to submit to MARAD on an annual basis the form of affidavit prescribed by part 355 or part 356.

Need and Use of the Information: MARAD will review the Affidavits of U.S. Citizenship to determine if the applicants are eligible to participate in the programs offered by the agency or to receive a MARAD fishery endorsement eligibility approval.

Description of Respondents: The Affidavits of U.S. Citizenship are filed with MARAD by shipowners, trustees, ship mortgagees, charterers, equity owners, ship managers, etc.

Annual Responses: 500 responses.

Annual Burden: 2,500 hours.

Comments: Comments should refer to the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590. Comments also may be submitted by electronic means via the Internet at <http://dms.dot.gov/submit>. Specifically address whether this information collection is necessary for proper performance of the functions of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance the quality, utility, and clarity of the information to be collected. All

comments received will be available for examination at the above address between 10 a.m. and 5 p.m. EDT (or EST), Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

Authority: 49 CFR 1.66.

Dated: July 10, 2007.

By Order of the Maritime Administrator,

Daron T. Threet,

Secretary, Maritime Administration.

[FR Doc. E7-13769 Filed 7-16-07; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2007-28702]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel MANAWALE'A.

SUMMARY: As authorized by Public Law 105-383 and Public Law 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket MARAD-2007-28702 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Public Law 105-383 and MARAD's regulations at 46 CFR Part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a