

packet on the Office of Analysis, Research and Technology's current programs. While the forum will be open to the public, space will be limited. Individuals requiring special needs/accommodations (sign, reader, etc.), please call Erica Swartz, 202-334-1232, or e-mail [TRBMeetings@NAS.edu](mailto:TRBMeetings@NAS.edu).

Issued on: November 6, 2007.

**Terry Shelton,**

*Associate Administrator for Research and Information Technology.*

[FR Doc. E7-22883 Filed 11-21-07; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2007-0042]

#### Motor Carrier Safety Advisory Committee Public Meeting

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

**ACTION:** Notice of Motor Carrier Safety Advisory Committee Meeting.

**SUMMARY:** FMCSA announces that the Motor Carrier Safety Advisory Committee (MCSAC) will hold a committee meeting. The meeting is open to the public.

**DATES:** The meeting will be held from 1 p.m. to 5 p.m. on December 6, 2007, and 9 a.m. to 11 a.m. on December 7, 2007. Written comments must be received by January 7, 2008.

**ADDRESSES:** The meeting will take place at the U.S. Department of Transportation, Media Center, West Building, Ground Floor, 1200 New Jersey Avenue, SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Mr. Greg Parks, Acting Chief, Strategic Planning and Program Evaluation Division, Office of Policy Plans and Regulation, Federal Motor Carrier Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, (202) 366-5370, [mcsac@dot.gov](mailto:mcsac@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

Section 4144 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59) required the Secretary of the U.S. Department of Transportation to establish in FMCSA, a Motor Carrier Safety Advisory Committee. The advisory committee provides advice and recommendations to the FMCSA Administrator on motor

carrier safety programs and motor carrier safety regulations. The advisory committee operates in accordance with the Federal Advisory Committee Act (5 U.S.C. App 2). The FMCSA Administrator appointed 15 members to serve on the advisory committee on March 5, 2007.

##### II. Meeting Participation

The meeting is open to the public and FMCSA invites participation by all interested parties, including motor carriers, drivers, and representatives of motor carrier associations. Please note that participants will need to be pre-cleared in advance of the meeting in order to enter the building. By December 3, 2007, e-mail [mcsac@dot.gov](mailto:mcsac@dot.gov) if you plan to attend the meeting to facilitate the pre-clearance process. For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, e-mail [mcsac@dot.gov](mailto:mcsac@dot.gov). As a general matter, the committee will make one hour available for public comments on Thursday, December 6, 2007, 4 p.m. to 5 p.m. Individuals wishing to address the committee should send an e-mail to [mcsac@dot.gov](mailto:mcsac@dot.gov) by noon on December 6, 2007. The time available will be reasonably divided among those who have signed up to address the committee, but no one will have more than 15 minutes. Individuals wanting to present written materials to the committee should submit written comments identified by Federal Docket Management System (FDMC) Docket Number FMCSA-2007-0042 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Fax:** 202-493-2251.
- **Mail:** Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building, Room W12-140, Washington, DC 20590.
- **Hand Delivery:** U.S. Department of Transportation, 1200 New Jersey Avenue, S.E., Room W12-140, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Issued on: November 19, 2007.

**Larry W. Minor,**

*Associate Administrator for Policy and Program Development.*

[FR Doc. E7-22915 Filed 11-23-07; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Intent To Prepare an Environmental Impact Statement for Proposed Transit Improvements in the Draper Corridor of Metropolitan Salt Lake City, UT

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

**ACTION:** Notice of intent to prepare an Environmental Impact Statement.

**SUMMARY:** The Federal Transit Administration (FTA) and Utah Transit Authority (UTA) intend to prepare an Environmental Impact Statement (EIS) to evaluate proposed public transportation improvements to extend fixed guideway transit service through the cities of Sandy and Draper to the southernmost part of Salt Lake County, Utah. The Wasatch Front Regional Council (WFRC) has adopted a long-range transportation plan, which is a comprehensive system plan and includes the full build-out of public transportation improvements in several corridors. The general alignments of the corridors have been identified in the approved plan. The Draper Transit Corridor has been identified in the plan as a two-track extension of the existing North-South Light Rail Transit (LRT) line from its current terminus at 10000 South in Sandy to about 14600 South in Draper along the UTA owned right-of-way. The Draper Transit Corridor Project, as defined in the WFRC long-range plan, was identified as the preferred alternative at the conclusion of a locally prepared alternatives analysis. The EIS will build on the results of the local alternatives analysis and evaluate other reasonable alternatives in accordance with appropriate statutes and regulations.

The EIS will be prepared in accordance with section 102(2)(c) of the National Environmental Policy Act of 1969 (NEPA) and pursuant to the Council on the Environmental Quality's regulations (40 CFR parts 1500-1508), FTA/FHWA joint regulations (23 CFR 771) as well as provisions of the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of this notice is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives, to invite public participation in the NEPA process (including providing comments on the scope of the DEIS), and to announce that

a public scoping meeting will be conducted.

The EIS will examine and evaluate a number of transit alternatives in the corridor including a Transportation Systems Management (TSM) Alternative. Any additional alternatives generated by the scoping process as well as the proposed station locations for the Build alternatives will also be considered. The alternatives will be compared to a No-Action Alternative for evaluation purposes.

Scoping of the EIS will be accomplished through a public meeting, correspondence with interested persons, organizations and Federal, State and local agencies, and through a meeting with cooperating and participating public agencies. A scoping information packet will be posted on the UTA Web site at <http://www.rideuta.com> and hard copies of the packet will be distributed on request.

#### *Meeting Dates*

*Agency Coordination Meeting:* An agency coordination meeting will be held at 1 p.m. on Tuesday December 11, 2007 at the Utah Transit Authority Meadowbrook office located at 3500 South 700 West, Salt Lake City, Utah.

*Public Scoping Meeting:* A Public Scoping meeting to accept comments on the scope of the EIS will be held on Wednesday, December 12, 2007, from 5 p.m. to 8 p.m., at Sprucewood Elementary, located at 12025 South 1000 East, Sandy, Utah.

The project's purpose and need, and the initial set of alternatives proposed for study will be presented at this meeting. Comments may be given verbally or in writing at the scoping meeting. Every reasonable effort will be made to meet special needs. The meeting location will be accessible to persons with disabilities. Individuals who require special accommodations, such as sign language interpreter, to participate in the meeting should contact Ms. Sherry L. Repscher, ADA Compliance Officer, Utah Transit Authority, 3600 South 700 West, Salt Lake City, UT 84119-0810 or by telephone at (801) 262-5626 or TDD at (801) 287-4657.

**ADDRESSES:** Written comments should be sent to the following address by December 26, 2007: Mary DeLoretto, Utah Transit Authority, 3600 South 700 West, Salt Lake City, UT 84119 or [mdeloretto@rideuta.com](mailto:mdeloretto@rideuta.com). The location of the public scoping meeting is given above under "Meeting Dates".

**FOR FURTHER INFORMATION CONTACT:** Charmaine Knighton, Deputy Regional Administrator, Region VIII, Federal

Transit Administration, 12300 West Dakota Avenue, Suite 310, Denver, CO 80228. Telephone: 720-963-3327.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Scoping**

The FTA and UTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS including the project's purpose and need, alternatives to be evaluated to meet the purpose and need; impacts to be evaluated, and the evaluation methods to be used. Comments should focus on refining the purpose and need statement, developing alternatives to meet the purpose and need that have comparable or lower cost and fewer adverse impacts, and on identifying specific social, economic, or environmental impacts to be evaluated.

##### **II. Description of the Project Study Area and Its Purpose and Need**

The Draper Transit Corridor Project study area begins in Sandy City just south of the current end-of-line 10000 South station of the UTA TRAX North-South LRT line. The study area is generally bounded by 10000 South on the north, along 1300 East and one mile east and south of the UTA-owned railroad right-of-way on the east and south, and the western Draper City limits and Jordan River on the west. It is located primarily in the cities of Sandy and Draper, and includes parts of White City, South Jordan, and Bluffdale.

The primary purpose of the Draper Transit Corridor Project is to extend LRT transit service to the southernmost geographic reach of the Salt Lake Valley. The overall goal of the proposed project is to improve mobility in the corridor by extending the existing UTA rail transit line in order to reduce congestion on arterial streets and I-15 during peak travel periods and improve reliability of travel times. The UTA TRAX LRT extension increases transportation system capacity in South Salt Lake County.

The public and participating and cooperating agencies are invited to consider and comment on this preliminary statement of the purpose and need for the proposed project.

##### **III. Alternatives**

In addition to a No-Action Alternative, a range of reasonable alternatives will be evaluated in the EIS including, the locally preferred LRT extension in the UTA-owned right-of-way South. Additional alternatives to be considered include:

- Transportation Systems Management (TSM) Alternative: This

alternative consists of the best transit service that can be provided to meet the project's purpose and need without building the LRT line extension.

- Other reasonable Build alternatives resulting from the project scoping process, including those that involve other modes or alignments and that satisfy the project purpose and need.

The location of stations will also be developed and presented in the EIS for each build alternative that is advanced.

##### **IV. Probable Effects**

The purpose of the EIS is to evaluate the environmental consequences of proposed alternatives for meeting the purpose and need for transit in the Draper corridor before committing financial and other resources to implementing the proposed project. The EIS will examine the extent to which the alternatives result in adverse environmental impacts and identify corresponding actions to eliminate, reduce, or mitigate those impacts.

UTA and FTA will evaluate all significant environmental, social, and economic impacts of the alternatives analyzed in the EIS. Impact areas to be addressed include: Land use, zoning and economic development; secondary development; land acquisition, displacements and relocations; cultural resources (including impacts on historical, archaeological and paleontological resources); parklands/recreational areas; visual and aesthetic qualities; neighborhood compatibility; environmental justice; natural resource impacts (including air quality, wetlands, water resources, geology/soils, wildlife, threatened and endangered species; noise and vibration; and hazardous materials); energy; safety and security; utilities; traffic and transportation impacts and airport operations. Potential impacts will be addressed for the long-term operation of each alternative and the short-term construction period. Measures to avoid, minimize, or mitigate all adverse impacts will be identified, evaluated, and adopted as appropriate.

##### **V. FTA Procedures**

The regulation implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the NEPA process. Section 6002 of SAFETEA-LU requires that FTA and UTA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project to become "participating agencies;" (2)

provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and UTA will not be able to identify all Federal and non-Federal agencies and Native American tribes that may have such an interest. Any Federal or non-Federal agency or Native American tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify the Project Manager identified above under **ADDRESSES** at the earliest opportunity.

UTA is seeking federal assistance from the FTA to fund the proposed project under 49 United States Code 5309 and will, therefore, be subject to regulations (49 Code of Federal Regulations (CFR) part 611) related to New Starts projects.

The EIS will be prepared in accordance with NEPA and its implementing regulation issued by the Council on Environmental Quality (40 CFR Parts 1500–1508) and with the FTA/Federal Highway Administration regulations “Environmental Impact and Related Procedures” (23 CFR part 771). In accordance with 23 CFR 771.105(a) and 771.133, FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the environmental and public hearing provisions of Federal transit laws (49 U.S.C. 5301(e), 5323(b), and 5324); the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93); The section 404(b)(1) guidelines of EPA (40 CFR part 230); the regulation implementing section 106 of the National Historic Preservation Act (36 CFR Part 800); the regulation implementing section 7 of the Endangered Species Act (50 CFR part 402); Section 4(f) of the Department of Transportation Act (23 CFR 771.135); and Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands.

Issued on: November 14, 2007.

**Charmaine Knighton,**

*FTA Deputy Regional Administrator, Region VIII.*

[FR Doc. E7–22913 Filed 11–23–07; 8:45 am]

**BILLING CODE 4910–57–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA–2007–0039]

#### Reports, Forms, and Recordkeeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Request for public comment on proposed revision of the previously approved collection of information, OMB # 2127–0646.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes the collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before January 25, 2008.

**ADDRESSES:** Direct all written comments to U.S. Department of Transportation Dockets, 1200 New Jersey Ave, SE., Washington, DC 20590. Docket No. NHTSA–2007–0039

**FOR FURTHER INFORMATION CONTACT:** John Siegler, Ph.D., Contracting Officer’s Technical Representative, Office of Behavioral Safety Research (NTI–132), National Highway Traffic Safety Administration, 1200 New Jersey Ave, SE., Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB’s regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) the accuracy of the agency’s estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) how to enhance the quality, utility, and clarity of the information to be collected; and

(iv) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, and or other technological collection techniques or other forms of information technology, e.g., permitting electronic submissions of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed revision of the previously approved collection of information, OMB # 2127–0646:

#### Evaluation Surveys for Impaired Driving and Seat Belt Interventions

*Type of Request*—Revision of the previously approved collection of information.

*OMB Clearance Number:* 2127–0646.

*Form Number:* NHTSA1010.

*Requested Expiration Date of Approval*—3 years from date of approval.

*Summary of the Collection of Information*—The National Highway Traffic Safety Administration (NHTSA) proposes to conduct telephone surveys to evaluate interventions designed to increase seat belt use and reduce impaired driving. Sample sizes would range from 200 to 2000 depending on the geographic unit being surveyed (Nation, Region, State, Community) and the evaluation design for the intervention (e.g., number of analytic groups). Interview length would be 10 minutes. The surveys would collect information on attitudes, awareness, knowledge, and behavior related to the intervention. The surveys would follow a pre-post design where they are administered prior to the implementation of the intervention and after its conclusion. Interim survey waves may also be administered if the duration of the intervention permits.

In conducting the proposed surveys, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. A Spanish Language translation and bilingual interviewers would be used to minimize language