

*Total Responses:* 145.

*Total Estimated Total Annual Burden:* 238 hours.

*Type of Request:* Extension of a currently approved collection.

*Title:* Special Notice For Repairs.

*OMB Control Number:* 2130-0504.

*Abstract:* The Special Notice For Repairs is issued to notify the carrier in writing of an unsafe condition involving a locomotive, car, or track. The carrier must return the form after repairs have been made. The collection of information is used by State and Federal inspectors to remove freight cars or locomotives until they can be restored to a serviceable condition. It is also used by State and Federal inspectors to reduce the maximum authorized speed on a section of track until repairs can be made.

*Form Number(s):* FRA F 6180.8; FRA F 6180.8a.

*Affected Public:* Businesses.

*Respondent Universe:* 685 railroads.

*Frequency of Submission:* On occasion.

*Total Responses:* 57.

*Total Estimated Annual Burden:* 6 hours.

*Type of Request:* Extension of a currently approved collection.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

**Authority:** 44 U.S.C. 3501-3520.

Issued in Washington, DC on February 6, 2007.

**D.J. Stadler,**

*Director, Office of Budget, Federal Railroad Administration.*

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**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Proposed Agency Information Collection Activities; Comment Request

**AGENCY:** Federal Railroad Administration, DOT.

**ACTION:** Notice and Request For Comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requirements (ICRs) abstracted below have been forwarded

to the Office of Management and Budget (OMB) for review and comment. The ICRs describe the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collections of information was published on December 5, 2006 (71 FR 70581).

**DATES:** Comments must be submitted on or before March 14, 2007.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, D.C. 20590 (telephone: (202) 493-6292) or Ms. Gina Christodoulou, Office of Support Systems Staff, RAD-43, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, D.C. 20590 (telephone: (202) 493-6139). (These telephone numbers are not toll-free.)

**SUPPLEMENTARY INFORMATION:** The Paperwork Reduction Act of 1995 (PRA), Public Law 104-13, section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On December 5, 2006, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs that the agency was seeking OMB approval. See 71 FR 70581. FRA received no comments after issuing this notice. Accordingly, DOT announces that these information collection activities have been re-evaluated and certified under 5 CFR 1320.5(a) and forwarded to OMB for review and approval pursuant to 5 CFR 1320.12(c).

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1320.12(d); see also 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5

CFR 1320.12(c); see also 60 FR 44983, Aug. 29, 1995.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The revised requirements are being submitted for clearance by OMB as required by the PRA.

*Title:* Control of Alcohol and Drug Use in Railroad Operations.

*OMB Control Number:* 2130-0526.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Railroads.

*Form(s):* FRA F 6180.73; 6180.74.

*Abstract:* The information collection requirements contained in pre-employment and "for cause" testing regulations are intended to ensure a sense of fairness and accuracy for railroads and their employees. The principal information—evidence of unauthorized alcohol or drug use—is used to prevent accidents by screening personnel who perform safety-sensitive service. FRA uses the information to measure the level of compliance with regulations governing the use of alcohol or controlled substances. Elimination of this problem is necessary to prevent accidents, injuries, and fatalities of the nature already experienced and further reduce the risk of a truly catastrophic accident.

*Annual Estimated Burden Hours:* 31,797 hours.

*Addressee:* Send comments regarding this information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503; Attention: FRA Desk Officer.

*Comments are invited on the following:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

**Authority:** 44 U.S.C. 3501-3520.

Issued in Washington, DC on February 6, 2007.

**D.J. Stadler,**

*Director, Office of Budget, Federal Railroad Administration.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Preparation of an Environmental Impact Statement for the Berkeley/Albany Ferry Terminal Project in the Cities of Berkeley and Albany, California

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

**ACTION:** Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS).

**SUMMARY:** The Federal Transit Administration and the San Francisco Bay Water Transit Authority (WTA) are planning to prepare an Environmental Impact Statement (EIS) for the proposed construction of a ferry terminal along the Berkeley/Albany waterfront that would link the San Francisco Ferry Terminal with communities in the East Bay. The project would serve commuters, visitors, and recreational users who desire an alternative way to cross San Francisco Bay to access nearby employment, entertainment, and recreational destinations. 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 1500-08) as well as provisions of the recently enacted Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users. (SAFETEA-LU). The purpose of this Notice of Intent (NOI) is to alert interested parties regarding the plan to prepare an EIS, to provide information on the proposed transit project, to invite participation in the EIS process, including comments on the scope of the EIS proposed in this notice, and to announce public scoping meetings will be conducted.

**DATES:** Written comments on the scope of the EIS should be sent to John Sindzinski, WTA Project Manager, by March 30, 2007. Public scoping meetings will be held on March 8, 2007, and March 15, 2007, from 6:30 pm to 8:30 pm at locations indicated under the heading **ADDRESSES** below. An interagency scoping meeting for agencies with interest in the project will

be held on March 7 from 1:30 pm to 3:30 pm at the South Berkeley Senior Center, 2939 Ellis Street, Berkeley, California.

**ADDRESSES:** Written comments on the scope of the EIS should be sent to John Sindzinski, Project Manager, San Francisco Bay Water Transit Authority, Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. Comments may also be offered at the public scoping meetings. The addresses for the public scoping meetings are as follows:

#### Albany Location (March 15)

Albany City Hall, 1000 San Pablo Avenue, Albany, California.

#### Berkeley Location (March 8)

North Berkeley Senior Center, 1901 Hearst Avenue, Berkeley, California.

The meeting will be accessible to persons with disabilities. If special translation or signing services or other special accommodations are needed, please contact Delphine Henri at (415) 274-1821 at least 48 hours before the meeting. A scoping information packet is available on the Water Transit Authority Web site at <http://www.watertransit.org> or by calling Delphine Henri (415) 274-1821. Copies will also be available at the scoping meetings.

**FOR FURTHER INFORMATION CONTACT:** Alex Smith, Community Planner, Federal Transit Administration, San Francisco Regional Office at (415) 744-2599.

**SUPPLEMENTARY INFORMATION:** *The Proposed Project:* The project would initiate ferry service between the East Bay communities of Berkeley/Albany and the San Francisco Ferry Terminal administered by the WTA. Service would operate during the day and evenings, including Saturdays and Sundays, at headways that would reflect the travel demand for commute and non-commute periods. Depending on the Berkeley/Albany terminal site selected, one-way travel times would range from approximately 30 and 45 minutes. The project would involve constructing a new ferry docking facility; passenger ticketing and sheltered waiting area on the pier; car and bike parking; bus boarding; and provision for pedestrian, bicycle and traffic circulation at a location along the Berkeley/Albany waterfront. Dredging would be conducted to allow ferry vessels access to the terminal site. In San Francisco, existing San Francisco Ferry Terminal facilities would be utilized for this new service and would not require modification.

*Purpose and Need for the Proposed Project:* In July 2003, the WTA finalized

the Implementation and Operations Plan (IOP) to expand ferry service throughout San Francisco Bay. The IOP included ferry service between San Francisco and Berkeley/Albany as an element of a regional ferry network. Regional Measure 2, approved by local voters in March 2, 2004, earmarked funds for developing a comprehensive strategy to address congestion on Transbay corridors. The San Francisco to Berkeley/Albany ferry service was designated as a priority transportation project in carrying out this strategy. The project would:

- Provide an alternative mode of transportation that would encourage automobile users to forego traveling by car across the Bay Bridge, thus reducing congestion on the Bay Bridge
- Provide additional Transbay capacity to existing BART and AC Transit services
- Provide an alternative way of crossing the Bay during regional emergencies
- Provide direct access for San Francisco residents to the Eastshore State Park and other activity centers in the Berkeley/Albany area
- Provide direct access for East Bay residents to employment and activity centers along and near the San Francisco waterfront

*Alternatives:* A study of potential ferry terminal sites in the Berkeley/Albany area was completed by the WTA in July 2006. The Berkeley/Albany Ferry Terminal Study is available on the Water Transit Authority Web site at <http://www.watertransit.org>. On July 27, 2006, four sites were approved by the WTA Board to be carried forward as alternatives for further review and environmental analysis in the EIS. In addition to the No Build alternative, four Build alternatives are being considered in the EIS as described below.

1. *No Build Alternative:* This alternative would continue the existing transit services connecting the East Bay communities of Berkeley/Albany with San Francisco without implementing ferry service. Programmed bus and rail transit improvements between the East Bay and San Francisco identified in the Regional Transportation Plan would be implemented as part of the No Build alternative. This alternative serves as the baseline against which the environmental effects of the other alternatives are measured.

2. *Alternative A—Berkeley Marina Site.* This alternative would include a new terminal and docking facilities at the Doubletree Hotel along the eastern end of the Berkeley Marina for a WTA ferry terminal site. Hornblower