

Eagle Road Interchange, Franklin Boulevard, Meridian Road Interchange, and Karcher Interchange; two railroad structures; and six irrigation/canal structures. Three of these associated projects are currently identified in the Idaho State Transportation Improvement Program (STIP) for District 3, as projects funded through Connecting Idaho GARVEE. These projects are:

- The reconstruction and widening of the existing Garrity overpass to accommodate additional lanes on I-84.
- The reconstruction and widening of I-84 mainline from Franklin Boulevard to the Garrity Road Interchange.
- The reconstruction and widening of the Garrity Interchange to Meridian Interchange.

Another associated project that is anticipated to be added to the 2008 STIP is:

- The reconstruction of the east half of the Franklin Boulevard Interchange.

Additional associated projects have been identified through previous studies, the Community Planning Association of Southwest Idaho (COMPASS) MPO plan and other long range planning documents. These projects have been presented to the public through public meetings, workshops, and publicly distributed documents. These projects are not in the current STIP or may not be programmed for funding at this time, but have been identified as a needed improvement through these studies. These projects are:

- The rehabilitation of the bridge on the eastbound lane of the Karcher Boulevard Interchange.
- The rehabilitation of the I-84, UPRR overpass, westbound lanes.
- Widening I-84 mainline from Eagle Road to the Five Mile Overcrossing at Mile Post 49.
- Widening I-84 mainline from Ten Mile Road to Eagle Road.
- Widening I-84 mainline from Garrity Boulevard to Ten Mile Road.
- The Meridian Road Interchange improvement project.
- Reconstruction of the Garrity Boulevard Interchange.

Notice is hereby given that the public scoping process has been initiated to prepare an EIS that will address the impacts of and alternatives to the proposal. The purpose of the scoping process is to solicit public comment regarding the full spectrum of issues and concerns, including a suitable range of alternatives, and the nature and extent of potential environmental impacts and appropriate mitigation measures that should be addressed in the EIS process. The EIS will examine

the short and long-term impacts of a reasonable range of alternatives, including the no action alternative, on the natural, physical, and human environments. The impacts assessment will include, but not be limited to, impacts on wetlands, wildlife; social environment; changes in land use; noise, aesthetics; changes in traffic; and economic impacts. Environmental Justice (as outlined in Executive Order 12898) will also be addressed as part of the impact assessment. The EIS will also examine measures to mitigate adverse impacts resulting from the proposed action.

Comments are being solicited from Federal, State, and local agencies and from private organizations and citizens who have interest in this proposal. Public information meetings, including scoping meetings, will be held in the project area to discuss the potential alignments and alternatives. The draft EIS will be available for public and agency review, and a public hearing will be held to receive comments. Public notice will be given of the time and place of all meetings and hearings.

Comments and/or suggestions from all interested parties are requested, to ensure that the purpose and need for the project, the full range of all issues, and significant environmental issues in particular, are identified and reviewed. Comments or questions concerning this proposed action and/or its EIS should be directed to the FHWA, or ITD at the addresses listed previously.

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

Authority: 23 U.S.C. 315; 23 CFR 771.123; 49 CFR 1.48.

Peter Hartman,

Idaho Division Administrator, FHWA.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory

provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Union Pacific Railroad Company

[Waiver Petition Docket Number FRA-2007-28454]

The Union Pacific Railroad Company (UP) seeks a waiver of compliance from certain provisions of 49 CFR Part 232, *Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment*. Specifically, UP is seeking relief from the requirements for performing the single car air brake test as prescribed in § 232.305(b)(2), which states in part: "A car is on a shop or repair track, as defined in § 232.303(a), for any reason and has not received a single car air brake test within the previous 12-month period."

UP states that they are performing repairs and wheel change-outs to cars in-train on selected trains in their yards across their system, in order to reduce the number of impact wheels and satisfy the demands of their customers to move commodities. UP claims that the in-train repairs also greatly reduce the number of switching events that would otherwise be required to effect the repairs, further reducing the risk of injury and derailment. UP believes that reducing the number of impact wheels has helped reduce the number of derailments due to broken rails, joint bars, wheels and bearings. The majority of these trains are in coal service and the cars are privately owned. UP contends that these cars receive regular periodic maintenance, so they seldom approach the 5-year limit in which a single car air brake test would normally be required. In addition, UP states that their system automatically flags cars in the yard when they are listed on the Association of American Railroad's MA-63, which is a list that identifies cars within 90 days of the 5-year limit. UP states that they will continue to perform a single car air brake test in compliance with § 232.305 (b)(4-5), (c), (d), and (e). UP believes that this request will not have an adverse effect on safety.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA in writing before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver

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.

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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.