

a route for improving and extending State Route 180 (SR 180) from Interstate 5 (I-5) to State Route 99 (SR 99), in Fresno County, California.

In late 2005, at the behest of local and regional government representatives, Caltrans began work on a Route Adoption Study with a multi-staged alternative screening process and a broad range of environmental studies. All of this work was aimed at preparing and processing an Environmental Impact Report (EIR) under the California Environmental Quality Act of 1970 (CEQA) and subsequently recommending a route for adoption by the California Transportation Commission (CTC). The goal of this proposal has now extended to include preparation of a Tier I EIS under the National Environmental Policy Act (NEPA). SR 180 is a west-to-east, rural, two-lane highway extending approximately 25 miles between State Route 33 (SR 33) in the community of Kerman and SR 99 in the city of Fresno. A 20-mile gap exists between the current westerly terminus of SR 180 and I-5, farther to the west. The proposed action consists of selecting the most appropriate location for an ultimate four-lane expressway between I-5 and SR 99, over a distance of approximately 45 miles. Two generally 1,000-foot-wide alternative corridor alignments, the Northern Route and the Southern Route, will be considered in the EIS along with several alignment variations that avoid impacts to site-specific resources. The Northern Route Alternative extends an estimated 48.3 miles beginning at an existing interchange on I-5 at Shields Avenue. The Southern Route Alternative extends an estimated 47.4 miles beginning at a point where the Belmont Avenue alignment would intersect I-5 about 2 miles south of the Shields Avenue interchange. Both routes proceed east, bypassing the City of Mendota to the north and the south and merge on a single alignment between Shields and Belmont Avenues just east of the City of Mendota. Continuing east for approximately 10 miles, the routes split again. The Northern Route continues on an alignment just south of Belmont, terminating at Valentine Avenue in the City of Fresno. The Southern Route runs generally on an alignment just north of Whitesbridge and ends at a connection with the future westerly extension of SR 180 at Brawley Avenue. In addition, a No Build Alternative will be considered, which would leave existing SR 180 unchanged. Upon completion of the NEPA and CEQA environmental

processes, the CTC will make the route adoption decision.

In 2005, letters describing the proposed action and soliciting comments were sent to the appropriate federal, state and local agencies and to private organizations and citizens who have expressed or are known to have interest in this proposal. Public information meetings were also held in February 2006 and October 2006. Although the proposal and the alternatives it describes are unchanged, following publication of the NOI, a public scoping meeting will be held on June 11, 2008 from 5 p.m. to 7 p.m. at the Kerman Community Center in Kerman, California. A newsletter describing the new direction and opportunity provided by the Tier I document will also be sent to agencies and local residents.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. If you have any information regarding historic resources, endangered species, or other sensitive issues, which could be affected by this route adoption, please notify this office. Comments or questions concerning this proposed action and the EIS should be directed to Caltrans' contact at the address provided 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 program.)

Issued on: May 12, 2008.

Nancy Bobb,

Director, State Programs, Federal Highway Administration, Sacramento, California.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Milwaukee County, WI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed interchange project in Milwaukee County, Wisconsin by the Wisconsin Department of Transportation (WisDOT).

FOR FURTHER INFORMATION CONTACT:

David Scott, FHWA, Suite 8000, 525 Junction Road, Madison, WI 53717; Telephone: (608) 829-7522.

SUPPLEMENTARY INFORMATION:

The Federal Highway Administration (FHWA), in cooperation with the Wisconsin Department of Transportation (WisDOT), will prepare an Environmental Impact Statement on a proposal to improve the Zoo Interchange (I-94 and I-894/U.S. 45 interchange) and adjacent interchanges in Milwaukee County, WI. This freeway interchange has emerging pavement and structural needs, safety issues and design deficiencies. The proposed project may require full reconstruction and redesign of the Zoo Interchange study area in the vicinity of: U.S. 45 at Burleigh Street on the north and I-894/U.S. 45 at Lincoln Avenue on the south (5.5 miles), I-94 at 124th Street on the west, and I-94 at 70th Street on the east (3.5 miles). The Environmental Impact Statement will evaluate the Zoo Interchange, I-94 and U.S. 45 freeway mainline for the entire corridor as well as the service interchanges in Milwaukee County. Those service interchanges within these limits include U.S. 45 and North Avenue, U.S. 45 and Swan Boulevard/Watertown Plank Road, U.S. 45 and Wisconsin Avenue/Bluemound Road, U.S. 45/I-894 and Greenfield Avenue, I-94 and STH 100/108th Street, and I-94 and 84th Street interchanges.

The proposed Zoo Interchange project is intended to make necessary safety improvements and to accommodate existing and projected future traffic volumes through the interchange.

Public involvement will be solicited throughout this process including involvement from minority and low-income populations in the project study area to ensure that the construction of the corridor does not create disproportionately high and adverse environmental and health impacts to these communities. A series of public information meetings will be held during the project study. Public notice will be given as to the time and place of all workshops and public information meetings. In addition, a public hearing will be held after the Draft Environmental Impact Statement has been prepared. A Zoo Interchange project study e-mail address, dotdtsdezoo@dot.state.wi.us, and a public Web site will be maintained throughout the study for public comment and information at <http://www.sefreeways.org>. To ensure that the full range of issues related to this proposed action are addressed and all

significant issues identified, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action and the Environmental Impact Statement should be directed to the FHWA 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 program.)

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

Issued on: May 13, 2008.

David J. Scott,

Southeast Freeways Coordinator, Federal Highway Administration, Madison, Wisconsin.

[FR Doc. E8-11107 Filed 5-16-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice and Request For Comments

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 Requirement (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes 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 collection of information was published on March 10, 2008 (73 FR 12794).

DATES: Comments must be submitted on or before June 18, 2008.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave., SE., 3rd Floor, Mail Stop 25, Washington, DC 20590 (telephone: (202) 493-6292), or Ms. Nakia Poston, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave., SE., 3rd Floor, Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6073). (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 March 10, 2008, FRA published a 60-day notice in the **Federal Register** soliciting comment on this ICR that the agency was seeking OMB approval. 73 FR 12794. 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 summary below describes the nature of the information collection requirement (ICR) and the expected burden. The revised requirement is being submitted for clearance by OMB as required by the PRA.

Title: Solicitation of Applications and Notice of Funds Availability for the Capital Assistance to States—Intercity Rail Service Program.

OMB Control Number: 2130-0575.

Type of Request: Extension of a currently approved collection.

Affected Public: 50 States and District of Columbia and Their Partners.

Abstract: On December 16, 2007, President Bush signed Public Law 110-161, The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2008. As part of this Act, Congress provided \$30 million to FRA to award one or more grants for eligible projects related to capital improvements (fixed facilities and rolling stock) necessary to support improved or new intercity passenger

services, and planning activities that lead to the development of a passenger rail corridor investment plan. Funds provided under this grant program may constitute no more than 50 percent of the total cost of a selected project, with the remaining cost funded from other sources. The funding provided under these grants will be made available to grantees on a reimbursement basis. FRA anticipates awarding grants to multiple eligible participants. FRA may choose to award a grant or grants within the available funds in any amount. Funding made available through grants provided under this program, together with funding from other sources that is committed by a grantee as part of a grant agreement, must be sufficient to complete the funded project and achieve the anticipated improvement to intercity passenger rail service. FRA began accepting grant applications on March 18, 2008. Applications may be submitted until the earlier of Wednesday, September 30, 2009, or the date on which all available funds will have been committed under this program.

Annual Estimated Burden Hours: 12,617.

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 may also be sent via e-mail to OMB at the following address: oir_submissions@omb.eop.gov.

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 May 12, 2008.

D.J. Stadler,

Director, Office of Financial Management, Federal Railroad Administration.

[FR Doc. E8-11077 Filed 5-16-08; 8:45 am]

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