

foreign nationals begin participation in this program each year.

In February 2004, the Department announced a pilot program whereby Department designated au pair sponsors could request the extension of program participation beyond the original 12-month maximum period afforded au pair participants. In June of 2006, following a review of the two-year pilot program, the Department amended program regulations to permit designated sponsors to submit requests to the Department for consideration of program extensions for six, nine or 12 month durations for first-year au pair participants beyond the maximum duration of participation allowed under the existing regulations.

As the au pair program enters its twentieth year of operation, the Department has been asked to consider amending the age eligibility requirement for au pair participants by increasing the age limitation from 26 to 30. Further, the Department has been asked to consider permitting foreign nationals who previously participated in the au pair program to repeat program participation.

The Department hereby solicits comments from the general public and other interested parties regarding these two issues. This certification will be published in the **Federal Register**.

Dated: November 26, 2007.

Stanley S. Colvin,

Director, Office of Exchange Coordination and Designation, Bureau of Educational and Cultural Affairs, Department of State.

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TENNESSEE VALLEY AUTHORITY

Paperwork Reduction Act of 1995, as Amended by Pubic Law 104-13; Proposed Collection; Comment Request

AGENCY: Tennessee Valley Authority.

ACTION: Proposed Collection; comment request.

SUMMARY: The proposed information collection described below will be submitted to the Office of Management and Budget (OMB) for review, as required by the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended). The Tennessee Valley Authority is soliciting public comments on this proposed collection as provided by 5 CFR 1320.8(d)(1). Requests for information, including copies of the information collection proposed and supporting documentation should be directed to the Agency Clearance

Officer: Alice D. Witt, Tennessee Valley Authority, 1101 Market Street (EB-5B), Chattanooga, TN 37402-2801; (423) 751-6832. (SC: 0003D1Z) Comments should be sent to the Agency Clearance Officer no later than *February 8, 2008*.

SUPPLEMENTARY INFORMATION:

Type of Request: Regular submission; proposal for a reinstatement of a previously approved collection (OMB control number 3316-0009).

Title of Information Collection: Salary Surveys for Engineering Association (EA) and Law Enforcement Employee Association (LEEA) Bargaining Unit Employees.

Frequency of Use: Annually.

Type of Affected Public: State or local governments, Federal agencies, non-profit institutions, businesses, or other for-profit.

Small Businesses or Organizations Affected: EA: 45; LEEA: 30.

Federal Budget Functional Category Code: 999.

Estimated Number of Annual Responses: EA: 30; LEEA: 20.

Estimated Total Annual Burden Hours: EA: 120; LEEA: 60.

Estimated Average Burden Hours Per Response: EA: 4; LEEA: 3.

Need For and Use of Information:

TVA conducts an annual salary survey for employee compensation and benefits as a basis for labor negotiations in determining prevailing rates of pay and benefits for represented salary policy employees. TVA surveys firms, and Federal, State, and local governments whose employees perform work similar to that of TVA's salary policy employees.

Steven A. Anderson,

Senior Manager, IT Planning & Governance, Information Services.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Hawai'i County, HI

AGENCY: Federal Highway Administration (FHWA)—Central Federal Lands Highway Division (CFLHD), DOT.

ACTION: Notice of intent.

SUMMARY: FHWA-CFLHD is issuing this notice to advise the public that a supplemental environmental impact statement will be prepared for a proposed highway project in Hawai'i County, Hawai'i.

FOR FURTHER INFORMATION CONTACT:

Ricardo Suarez, Division CFLHD Engineer, 12300 West Dakota Avenue, Lakewood, CO 80228 and/or Ronald F. Tsuzuki, State Department of Transportation, Highways Division, Planning Branch, 869 Punchbowl Street, Honolulu, HI 96813.

SUPPLEMENTARY INFORMATION: The FHWA, in consultation with the Hawaii Department of Transportation (HDOT), will prepare a supplemental environmental impact statement (SEIS) for an ongoing project to improve and realign the Saddle Road (State Highway 200), an existing highway in Hawai'i County, Hawai'i. The purpose of the project is to provide a safe and efficient route for access to land uses along Saddle Road and for cross-island traffic between East and West Hawai'i. The ongoing and planned improvements to Saddle Road would also address five general types of needs: Roadway deficiencies, conflicts and hazards with military operations, capacity, safety, and social demand and economic development. The final environmental impact statement (EIS) for the project was completed August 9, 1999, and the Record of Decision (ROD) was signed on October 30, 1999. The project began construction in 2004 and approximately 30% of the project has been completed or is now under construction. In 2006, the Department of the Army (Army) purchased a Parker Ranch property known as the Ke'amuku parcel. This property included the area planned for the selected alternative (W-3) for western section of the Saddle Road. On September 6, 2006, the U.S. Army Garrison, Hawai'i, requested that HDOT and FHWA consider relocating the highway about a mile southwest towards the southern boundary of Ke'amuku. This would allow the Army to maximize its training opportunities and minimize conflict with the traveling public. This request meets one of the original purposes of the Saddle Road EIS, which was to minimize conflict between civilian and military uses in the area, and FHWA and HDOT thus have determined that it is prudent to re-examine the alternatives for the western section of the EIS. Alternatives under consideration at this time include (1) taking no action; (2) using the alternative for the western section of the project that was recommended in the Final EIS and selected in the ROD; and (3) relocating this segment of the highway nearer the southern boundary of the Ke'amuku parcel. The SEIS will also reconfirm the reasons that alternatives for the western section were dropped from consideration in the