Goods Panel considers revisions to this document.[1]

The FAA and PHMSA are interested in acquiring a comprehensive understanding of the entire NOTOC system. Participants are encouraged to address the following issues:

Processes

- While recognizing variance between air carriers, what are the process(es) leading to the generation of the NOTOC and its delivery to the pilot in command?
- What are the processes involved in providing emergency responders the information they require?

What are each stakeholder's unique informational needs?

- When an onboard incident/emergency occurs not caused by or immediately associated with hazardous materials how does (or how could) the information on the NOTOC impact a pilot's reaction? How does this compare to when hazardous materials are the suspected cause of an onboard incident?
- Are there notable instances where the presence of information or lack of information impacted an air carrier's, pilot's, or emergency responder's course of action?
- Should there be a distinction (*i.e.* format or information included) between passenger and cargo-only air carriers?

General Questions

- For hazardous materials required to be listed on NOTOCs, is there additional information that would be useful? Is there certain information extraneous to NOTOC users?
- Are there certain excepted hazardous materials not currently required to be on a NOTOC that should be included on the NOTOC? Are there hazardous materials currently required to be on the NOTOC that may not need to be included?
- Can the format of the NOTOC be improved? Should different versions be considered for different users?
- Should consumer commodities be addressed in an alternative manner?

When the NOTOC is provided to Flight Crews

- 49 CFR 175.33(a) requires "accurate and legible written information" be provided to pilots in command, "as early as practicable before departure of the aircraft". The FAA and PHMSA are interested in investigating if current airline processes afford sufficient time for pilots in command to review the NOTOC, particularly taking into account the extensive demands of an aircrew prior to departure. How do airlines implement this policy and how can it be improved?

When the NOTOC is provided to Emergency Responders

- 49 CFR 175.33(c)(3) requires NOTOCs to be readily accessible at the intended arrival airport. 49 CFR 175.33(c)(4) requires NOTOCs (or the information contained within NOTOC's) to be issued to emergency responders at reasonable times and locations. The FAA, PHMSA, and relevant stakeholders are well aware of instances of unacceptable delay in providing required information to emergency responders. What improvements to this process have been made or are being considered? How are airlines considering leveraging new technologies where someday even "unintended" arrival airports would be aware of an aircraft's hazardous materials?

Participation at the Public Meetings

Attendance is open to the public. Speakers should be prepared to limit their oral remarks to 10 minutes in the event the number of speakers exceeds the time allocated in the agenda.

Public Meeting Procedures

A panel of representatives from the FAA and PHMSA will be present. An FAA representative will facilitate the meetings in accordance with the following procedures:

(1) The meetings are designed to facilitate the public comment process. The meetings will be informal and non-adversarial. No individual will be subject to questioning by any other participant. Government representatives on the panel may ask questions to clarify statements. Any statement made during the meetings by a panel member should not be construed as an official position of the government.

a. One exception is that, time permitting, attendees may be allowed to ask questions following the FAA Air Traffic Control Organization's Briefing on the Flight Object Initiative.

(2) There will be no admission fees or other charges to attend or to participate in the public meeting. The meeting will be open to all persons, subject to the capacity in the meeting room and the web-conferencing system. Every effort will be made to accommodate all persons wishing to attend. The FAA and PHMSA will try to accommodate all speakers, subject to time constraints. The FAA and PHMSA reserve the right to exclude some speakers, if necessary, to obtain balanced viewpoints.

(1) The FAA and PHMSA will review and consider all material presented by participants at the public meeting. If the speaker wishes to provide handouts to attendees, these materials shall be provided by speaker.

(2) Presentations, supplemental data, and other information may be provided to FAA and PHMSA at the discretion of the participant.

(3) Each person presenting comments is asked to submit data to support the comments. The FAA and PHMSA will protect from disclosure all proprietary data submitted in accordance with applicable laws.

Issued in Washington, DC, on February 18, 2011.

Christopher Glasow,

Director, Office of Hazardous Materials.

[FR Doc. 2011–4237 Filed 2–28–11; 8:45 am]

BILLING CODE 4910–13–P

[1] Corresponding, but non-identical requirements for NOTOCs can be found in Part7;4.1 of the *ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air* (ICAO TI). The Department of Transportation has a history and statutory mandate to harmonize with the ICAO TI when safety considerations and the public interest are not compromised. 49 USC 5120(b).

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Docket No. FHWA–2011–0014

Agency Information Collection Activities: Notice of Request for Approval of a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Request for Approval of a New Information Collection.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval of a new information collection that is summarized below under **SUPPLEMENTARY INFORMATION.** We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by May 2, 2011.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 2011–0014 by any of the following methods:

Web Site: For access to the docket to read background documents or comments received, go to the Federal eRulemaking Portal: *http://www.regulations.gov.* Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation,

West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: David Kuehn, 202–493–3414, Office of Corporate Research, Technology, and Innovation Management, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Exploratory Advanced Research (EAR) Program sponsored project titled "Effects of Automated Transit and Pedestrian/Bicycling Facilities on Urban Travel Patterns."

Type of request: New information collection requirement.

Background: The Exploratory Advanced Research (EAR) Program was established to conduct longer term, higher risk research that will result in a potentially dramatic breakthrough for improving the durability, efficiency, environmental impact, productivity, and safety of highway and intermodal transportation systems. FHWA awarded a research project titled "Effects of Automated Transit and Pedestrian/Bicycling Facilities on Urban Travel Patterns" that was submitted in response to a solicitation in 2009 and supports the EAR Program focus area of new technology and advanced policies for energy and resource conservation. The project conducted by the University of Michigan with support from the University of Illinois at Chicago has the potential to lead to applications for evidence-based policies and approaches that could substantially reduce the percentage and total number of short trips using private vehicles and increase the percentage and number of trips using current and future transit technology and non-motorized trips, which would reduce use and dependence on fossil fuels and associated pollution impacts.

The research project is attempting to gauge potential travel-behavior response to far-reaching improvements in the pedestrian, cycling, and transit environments of neighborhoods. The transit improvements are inspired by the frequency and quality of service that might be made possibility of future technologies. The project is studying the capacity of these improvements to generate the following kinds of shifts: (1) Modal shift of neighborhood trips from auto to other modes; (2) Increased use of regional public transit based on improved station access; and (3) Shift of more remote non-work destinations to destinations within the neighborhood.

To explore these issues, the research team is building a model that integrates activity-based and agent-based components. The models in turn will be based on a survey of residents in four neighborhoods of metropolitan Chicago. As part of the survey, respondents will be presented with images representing potential improvements to the pedestrian, cycling, and transit environments of their neighborhoods and will respond to scenarios regarding their travel under these altered conditions.

We will mail 7,700 invitations with an expectation of 1,400 residents responding. From that pool, 800 will be selected for the study, which includes a survey packet, travel diary and phone interview.

Respondents: We estimate that 1,400 residents will respond to the initial invitation and 800 residents will participate in the study.

Frequency: This is a one-time collection.

Estimated Average Burden per Response: The invitation portion takes approximately 15 minutes to complete.

1400 residents × 15 minutes = 350 hours.

The research study takes approximately 1 hour and 30 minutes (30 minutes for the survey packet and travel diary and 1 hour for the phone interview).

800 residents × 90 minutes = 1,200 hours.

Estimated Total Annual Burden Hours: The total burden for this one-time information collection would be approximately 1,550 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection of information is necessary for the U.S. DOT's performance, including whether the information will have practical utility; (2) the accuracy of the U.S. DOT's estimate of the burden of the proposed information collection; (3) ways to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: February 24, 2011.

Juli Huynh,

Chief, Management Programs and Analysis Division.

[FR Doc. 2011–4590 Filed 2–28–11; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Alternatives Analysis Program Discretionary Funding Allocations

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Alternatives Analysis Program Announcement of Project Selections.

SUMMARY: The U.S. Department of Transportation's (DOT) Federal Transit Administration (FTA) announces the selection of projects funded with unallocated Section 5339 Alternatives Analysis Program funds in support of DOT's Livability Initiative, which was announced in the Alternatives Analysis Program Notice of Funding Availability (NOFA) on May 28, 2010. The Alternatives Analysis Program assists potential sponsors of major transit capital investments ("New Starts" and "Small Starts" projects) in the evaluation of all reasonable modal and multimodal alternatives and general alignment options to address transportation needs in a defined travel corridor. Through these funding awards, FTA will support a limited number of alternatives analyses, or technical work conducted as part of proposed or on-going alternatives analyses, that seek to advance major transit investments that foster the six livability principles of the DOT–HUD–EPA Partnership for Sustainable Communities.

FOR FURTHER INFORMATION CONTACT: Successful applicants should contact the appropriate FTA Regional office (Appendix A) for specific information regarding applying for the funds. For general information on the Alternatives Analysis Program, contact Kenneth Cervenka, Office of Planning and Environment, at (202) 493–0512 or *Kenneth.Cervenka@dot.gov*.

SUPPLEMENTARY INFORMATION: A total of $25,700,000 was available for FTA's Alternatives Analysis Program. A total of $73,027,950 was requested for 67 projects, indicating significant demand for funds. Project proposals were