

• What would be the transportation implications of different settlement patterns?

Respondents: Approximately 800 respondents for survey 1 and 600 respondents for survey 2.

Frequency: One time.

Estimated Average Burden per Response: 30 minutes per survey.

Estimated Total Burden Hours: Approximate one time burden of 700 hours.

Electronic Access: Internet users may access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>, 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.

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

Issued on: April 17, 2007.

James R. Kabel,

Chief, Management Programs and Analysis Division.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2007-27950]

Notice of Request for Extension of Currently Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) to renew an information collection. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on February 13, 2007. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by May 21, 2007.

ADDRESSES: You may send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC, 20503, Attention DOT Desk Officer. You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is

necessary for the FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for the FHWA 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. All comments should include the Docket Number FHWA-2007-27950.

FOR FURTHER INFORMATION CONTACT: Bob Bini, 202-366-6799, or Cynthia Hatley, 202-493-0426, Office of Federal Lands Highway, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC, 20590. Office hours are from 8 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Federal Lands Highway Program.

OMB Control #: 2125-0598.

Background: Title 23 U.S.C. 204 requires the Secretary of Transportation and the Secretary of each appropriate Federal land management agency to develop, to the extent appropriate, safety, bridge, pavement, and congestion management systems for roads funded under the Federal Lands Highway Program (FLHP). A management system is a process for collecting, organizing, and analyzing data to provide a strategic approach to transportation planning, program development, and project selection. Its purposes are to improve transportation system performance and safety, and to develop alternative strategies for enhancing mobility of people and goods. This data collection clearance addresses the management systems for the National Park Service (NPS) and the Park Roads and Parkways (PRP) Program; Bureau of Indian Affairs (BIA) and the Indian Reservation Roads (IRR) Program; Fish and Wildlife Service (FWS) and the Refuge Roads (RR) Program; and Forest Service (FS) and the Forest Highway (FH) Program.

Outputs from the management systems are important tools for the development of transportation plans and transportation improvement programs, and in making project selection decisions consistent with 23 U.S.C. 204. Further, management system outputs also provide important information to the FHWA for their stewardship and oversight roles for the Park Roads and Parkways, Indian Reservation Roads, Refuge Roads, and Forest Highway Programs. The data collection required to implement these management systems supports the DOT Strategic Objectives of Safety, Mobility, Environmental Stewardship, and

Organizational Excellence. The proposed data collection also directly supports the FHWA's Vital Few Initiative of Safety, Congestion Mitigation, and Environmental Stewardship and Streamlining that represent the three most important strategic planning and performance goals for the agency.

The National Park Service, Bureau of Indian Affairs, Fish and Wildlife Service, and Forest Service are continuing to implement the required management systems and the associated information collections. Completion of this phase-in of the management systems is expected to occur during the time period covered by this information collection, and the average annual burden estimates are based on expected increases in the overall burden over that time period. The management systems vary in complexity among the four agencies and reflect differences in the characteristics of the transportation systems involved such as size, ownership, and eligibility for inclusion in the program. These variations result in differences among the agencies in the expected number of respondents to the information collection, and in the anticipated time necessary to respond to the information collection.

Typical information that might be collected for the management systems includes:

- Traffic information including volumes, speeds, and vehicle classification;
- Pavement features such as number of lanes, length, width, surface type, functional classification, and shoulder information; and pavement condition information such as roughness, distress, rutting, and surface friction;
- Bridge features such as deck width, under/over-clearance, details of structural elements such as girders, joints, railings, bearings, abutments, and piers; and information on the condition of the bridge elements sufficient to describe the nature, extent, and severity of deterioration;
- Safety information such as crash records, crash rates, and an inventory of safety appurtenances such as signs and guardrails; or
- Congestion measures such as roadway level of service or travel delay.

Respondents to the information collection might be collecting and submitting information in one or more of these categories for the portion of their transportation system that is covered under the FLHP. For example, this might include the collection and submission of information for State or county-owned roads that are Forest Highways, or Indian Reservation Roads

owned by Indian Tribal Governments. Typically, the respondents would collect information each year for the portion of their system. Burden estimates have been developed using this assumption combined with an estimate of the time needed to collect and provide the information.

Respondents: The estimated average annual number of respondents for the management systems for each of the agencies addressed by this information collection is: The NPS management systems consist of 75 respondents. The breakdown is 35 States and 40 Metropolitan Planning Organizations (MPOs), regional transportation planning agencies, counties, local or tribal governments.

The BIA management system consists of 85 respondents. The breakdown is 35 States and 50 MPOs, regional transportation planning agencies, counties, local or tribal governments. The FWS management system consists of 75 respondents. The breakdown is 35 States and 40 MPOs, regional transportation planning agencies, counties, local or tribal governments. The FS management system consists of 85 respondents. The breakdown is 35 States and 50 MPOs, regional transportation planning agencies, counties, local or tribal governments.

Frequency: Annual.

Estimated Average Annual Burden per Response:

NPS management systems—Approximately 40 hours per respondent.

BIA management systems—Approximately 60 hours per respondent.

FWS management systems—Approximately 20 hours per respondent.

FS management systems—Approximately 60 hours per respondent.

Estimated Total Annual Burden Hours: Total estimated average annual burden is 14,700 hours.

Issued on: April 17, 2007.

James R. Kabel,

Chief, Management Programs and Analysis Division.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-97-3001]

Pipeline Safety: Notice of Availability of a Study on Burial of Submerged Pipelines

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), Department of Transportation (DOT).

ACTION: Notice of availability of study and request for comments.

SUMMARY: This notice announces the availability of PHMSA's study titled "Burial of Submerged Pipelines", which addresses the hazards to navigation from offshore submerged pipelines. PHMSA requests comments on the study to assist in evaluating the need for further analysis due to anticipated changes in the offshore environment.

DATES: Comments must be submitted by May 21, 2007.

ADDRESSES: The study is located in docket number PHMSA-97-3001. To submit comments, reference the docket number and use one of the following:

- **DOT Web site:** <http://dms.dot.gov>.

To submit comments on the DOT electronic docket site, click "Comment/Submissions," click "Continue," fill in the requested information, click "Continue," enter your comment, then click "Submit."

- **Fax:** 1-202-493-2251.

• **Mail:** Docket Management System: U.S. Department of Transportation, 400 Seventh Street, SW, Nassif Building, Room PL-401, Washington, DC 20590-0001.

• **Hand Delivery:** DOT Docket Management System; Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW, Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

• **E-Gov Web site:** <http://www.Regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency.

Instructions: Identify the docket number, PHMSA-97-3001, at the beginning of your comments. If you mail your comments, send two copies. If you wish to receive confirmation that PHMSA received your comments, include a self-addressed stamped postcard. Online submit comments at <http://www.regulations.gov>, and may access all comments received by DOT at <http://dms.dot.gov> by performing a simple search for the docket number.

Note: PHMSA posts all comments without changes or edits to <http://dms.dot.gov>, including any personal information provided.

Privacy Act

Anyone can search the electronic form for comments received in response to 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.). DOT's complete Privacy Act Statement is published in the **Federal Register** on April 11, 2000 (65 FR 19477), and on the Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Joy Kadnar at (202) 366-0568, or by e-mail at joy.kadnar@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

In July 1987, a fishing vessel struck and ruptured an eight-inch natural gas liquid pipeline in the Gulf of Mexico. The resulting explosion killed two crewmembers. In October 1989, a similar accident occurred in the Gulf of Mexico when a vessel struck a 16-inch gas pipeline. The resulting fire caused 11 fatalities.

The National Transportation Safety Board (NTSB) investigated these incidents and in 1990 issued safety recommendation number PS-90-29 to PHMSA, in 1990. The NTSB recommended PHMSA "develop and implement effective methods and requirements to bury, protect, and inspect the burial depth of, and maintain, all submerged pipelines in areas subject to damage by surface vessels and their operations."

PHMSA took immediate actions in response to this recommendation. In April 1990, PHMSA issued an Alert Notice to warn pipeline operators and the commercial fishing industry about the dangers of submerged pipelines. After completing extensive research, PHMSA developed a risk management profile for submerged pipelines. PHMSA also issued regulations requiring operators to develop and follow a procedure to identify and conduct periodic inspections of submerged pipelines in the Gulf of Mexico that pose a hazard to navigation (69 FR 48400; August 17, 2004).

The NTSB expressed concern that the 2004 final rule did not address offshore submerged pipelines outside the Gulf of Mexico, and requested that PHMSA further study these submerged pipelines. PHMSA recently completed the study to address the NTSB's concern. The study found that since