

program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise-exposure contours depicted on a noise-exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise-exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through the FAA's review of noise-exposure maps. Therefore, the responsibility for the detailed overlaying of noise-exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise-compatibility program for Great Falls International Airport, also effective on February 13, 2007. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise-compatibility programs, but requires further review prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before August 13, 2007.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. The FAA will consider, to the extent practicable, all comments, other than those properly addressed to local land-use authorities. Copies of the noise-exposure maps, the FAA's evaluation of

the maps, and the proposed noise-compatibility program are available for examination at the following locations:

Federal Aviation Administration,
Airports Division, 1601 Lind Avenue,
SW.; Suite 315, Renton, Washington
98057-3356.

Federal Aviation Administration,
Helena Airports District Office, 2725
Skyway Drive, Suite 2, Helena, MT
59602.

Great Falls International Airport, 2800
Terminal Drive, Great Falls, MT
59404.

Issued in Renton, Washington, on February 13, 2007.

Donna P. Taylor,

*Manager, Airports Division, Northwest
Mountain Region.*

[FR Doc. 07-861 Filed 2-23-07; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2007-27281]

Agency Information Collection Activities: Notice of Request for Extension of Currently Approved Information Collection

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of Request for Extension
of Currently Approved Information
Collection.

SUMMARY: The FHWA invites public
comments about our intention to request
the Office of Management and Budget's
(OMB) approval for renewal of an
existing 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
April 27, 2007.

ADDRESSES: You may submit comments
identified by DOT DMS Docket Number
FHWA-2007-27281 by any of the
following methods:

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

Follow the instructions for submitting
comments on the DOT electronic docket
site.

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

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

- *Hand Delivery:* 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.

Docket: For access to the docket to
read background documents or
comments received, go to <http://dms.dot.gov> at any time or to Room 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.

FOR FURTHER INFORMATION CONTACT:
Chung Eng, 202-366-8043, Office of
Transportation Operations, 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:*
Work Zone Safety and Mobility.

OMB Control #: 2125-0600.

Background: As amended on
September 9, 2004, 23 CFR 630, Subpart
J "Work Zone Safety and Mobility"
requires State and local transportation
agencies that receive Federal-aid
highway funding to use available work
zone information and data to assess and
manage the work zone impacts of
highway projects. While this Rule does
not require the reporting or submission
of work zone data, it does:

- Require agencies to use work zone
data at both the project and process
levels to manage and improve work
zone safety and mobility;
- At the project level, require
agencies to use field observations,
available work zone crash data, and
operational information to manage the
work zone impacts of individual
projects;
- At the process level, require
agencies to analyze work zone crash and
operational data from multiple projects
to improve agency processes and
procedures, and continually pursue the
improvement of overall work zone
safety and mobility; and

- Recommend that agencies maintain
elements of the data and information
resources that are necessary to support
the use of work zone data for the
activities above.

Most of the data needed to conduct
work zone performance monitoring
during project implementation as well
as post-implementation assessments
should be readily available from pre-
existing sources. However, data
collection or data storage and retrieval
systems may need to be altered to take
full advantage of available information
resources.

Respondents: The State Departments
of Transportation (or equivalent) in the
50 States, the District of Columbia, and
the Commonwealth of Puerto Rico.

Frequency: Continuous.

Estimated Total Annual Burden

Hours: The estimated total annual burden for all respondents is 83,200 hours. This involves responses from 52 State Departments of Transportation or equivalent with an estimated average time of 1,600 hours per respondent over the course of a year. This estimate only includes the burden on the respondents to provide information that is not usually and customarily collected.

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

Issued on: February 20, 2007.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. E7-3196 Filed 2-23-07; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2007-26843]

Agency Information Collection

Activities: Request for Comments for New 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) for approval of a new information collection. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on November 24, 2006. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by March 28, 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-2007-26843.

FOR FURTHER INFORMATION CONTACT: For questions concerning the FHWA Motorcycle Crash Causation Study, please contact Carol Tan, Ph.D, Office of Safety Research and Development (HRDS), at (202) 493-3315, Turner-Fairbank Highway Research Center, Federal Highway Administration, 6300 Georgetown Pike, McLean, VA 22101, between 9 a.m. and 5:30 p.m., Monday through Friday, except Federal holidays. For questions concerning the Pilot Motorcycle Crash Causes and Outcomes Study, please contact Paul J. Tremont, Ph.D, Office of Behavioral Safety Research, NTI-131, at (202) 366-5588, National Highway Traffic Safety Administration (NHTSA), 400 Seventh Street, SW., Washington, DC 20590, between 7:30 a.m. and 4 p.m. Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Motorcycle Crash Causation Study and Pilot Motorcycle Crash Causes and Outcomes Study.

Background: In 2005, 4,553 motorcyclists were killed and 87,000 were injured in traffic crashes in the United States, increases of 13 percent, and 14 percent respectively from 2004. Per vehicle mile traveled in 2004, motorcyclists were about 34 times more likely to die, and 8 times more likely to be injured in a motor vehicle crash than were passenger car occupants. Per 100 million miles traveled, in 2004, motorcyclist fatalities were 77 percent higher than they were in 1994. This compares with a decrease of 22 percent in fatality rates for occupants in passenger vehicles over the same period. These data show that the motorcycle crash problem is becoming more severe.¹

Congress has recognized this problem and directed the DOT to conduct research that will provide a better understanding of the causes of motorcycle crashes. Specifically, in Section 5511 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Pub. L. 109-59, Congress directed the Secretary of Transportation to provide grants to the Oklahoma Transportation Center (OTC) for the purpose of conducting a comprehensive, in-depth motorcycle crash causation study that employs the common international methodology for in-depth motorcycle

¹ More detailed information on motorcycle crashes can be found in Traffic Safety Facts—Motorcycles, published by NHTSA and available on its Web site at: <http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSF2005/MotorcyclesTSF05.pdf>.

crash investigation developed by the Organization for Economic Cooperation and Development (OECD).² SAFETEA-LU authorized \$1,408,000 for each of fiscal years 2006 and 2007, but provided for an equal match by the Grantee (Sections 5511 and 5101). The Secretary delegated authority to FHWA for the Motorcycle Crash Causation Grants under Section 5511 (71 FR 30831).

Coordination of FHWA Main Study and NHTSA Pilot Study

Prior to the SAFETEA-LU directive by Congress to administer a full-scale study of motorcycle crash causes, NHTSA awarded a contract to conduct a pilot study of Motorcycle Crash Causes and Outcomes. The intent of this pilot study is to examine appropriate applications of the OECD methodology to motorcycle crashes in the United States. This pilot test is needed before any full-scale study could be conducted because the OECD methodology has not previously been implemented in the United States, and also because this methodology incorporates some options for collecting crash and control sample data that are affected by logistical and budget constraints.

The authorization of funds by Congress for a full-scale motorcycle crash study provided an opportunity for the NHTSA pilot study to become closely coordinated with the FHWA full-scale study. As a result, the pilot study will test the procedures FHWA will consider using as it implements the OECD methodology. Additionally, it may be possible for the pilot study to transition directly into the main study, thereby allowing the main study to avoid many startup costs (e.g., site selection, training, coding manual development, data form development, etc.) that it otherwise would have incurred. This will allow the main study to capture a larger sample of crashes with the available funding. Recognizing these advantages, the DOT intends to submit a single request to OMB for approval of both of these studies. This notice is the first step in that combined approval request.

Project Working Group Guidance

A project working group consisting of representatives from the motorcycle industry and from the motorcycle community was formed to provide input into the study design. A working group meeting was held in Denver on June 15-16, 2006. At this meeting, consensus was reached that all the relevant OECD variables would be captured in both the

² The OECD methodology may be obtained by sending a request to jtrc.contact@oecd.org.