

FAA identifies all significant issues related to the proposed action, the FAA will hold one (1) public scoping meeting and one (1) governmental and public agency scoping meeting.

FOR FURTHER INFORMATION CONTACT:

Linda McDowell, Environmental Specialist, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazelton National Drive, Suite 400, Orlando, FL 32822, Phone (407) 812-6331 Ext. 130, Fax: (407) 812-6978, E-mail lindy.mcdowell@faa.gov.

Comments on the scope of the EIS should be submitted to the address above and must be received no later than March 27, 2007.

SUPPLEMENTARY INFORMATION: PBI is a commercial service airport located within Palm beach County, West Palm Beach, Florida. In 2005, PBI served seven million passengers and supported 166,000 aircraft operations. The airport sponsor requests FAA approval and funding for the following airfield improvements at PBI: relocate, lengthen, and widen Runway 9R-27L, shorten Runway 13-31, construct associated taxiway improvements, and relocate the Very High Frequency Omni-Directional Radio Range (VOR) facility. Specifically, the airport sponsor proposes to relocate Runway 9R-27L 100 feet south from its current location, lengthen the runway to 8,000 feet, and widen the runway to 150 feet.

The FAA will independently prepare an EIS to assess the impacts associated with the referenced proposed improvements at PBI. The alternatives to be evaluated in the EIS will include the No-Action alternative, and the Proposed Action Alternative and may also include other alternatives developed during the EIS process. The FAA will prepare the EIS in accordance with FAA Orders 1050.1E, Environmental Impacts: Policies and Procedures, and 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.

Comments and suggestions are invited from Federal, state, and local agencies, and other interested parties to ensure that the full range of actions, alternatives, and impacts related to the proposed development are considered and that all significant issues are identified and disclosed. Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA informational contact listed above and must be received no later than March 27, 2007. If, during development of the draft EIS, it is determined that the proposed project

would not result in significant impacts, the FAA may terminate the EIS and complete the NEPA process using an Environmental Assessment.

Public and Agency Scoping Meetings: The FAA will hold one (1) public and one (1) governmental agency scoping meeting to solicit input from the public and various Federal, state, and local agencies which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed project. The public and governmental agency scoping meetings will be held February 27, 2007 at the Hilton Palm Beach Airport, West Palm Beach, FL. The public meeting will be held from 5 p.m. to 8 p.m. The governmental agency scoping meeting will be held from 1 p.m. to 3 p.m. and is specifically for governmental agencies. Interested parties may confirm the meeting date and location with the FAA informational contact listed above.

Issued in Orlando, Florida on January 19, 2007.

W. Dean Stringer,

Manager, Orlando Airports District Office, FAA, Southern Region.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2007-26823]

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 24th, 2006. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by February 26, 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-2007-26823.

FOR FURTHER INFORMATION CONTACT: Ms. Elissa Konove, Office of the Chief Financial Officer, HCF-10, (202) 366-4617, Fax (202) 366-7493, or e-mail elissa.konove@dot.gov. For legal questions, please contact Mr. Livaughn Chapman, Office of the Chief Counsel, (202) 366-8839, livaughn.chapman@fhwa.dot.gov; Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t. Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Request Forms for Fund Transfers to Other Agencies and Among Title 23 Programs.

Background: Sections 1108, 1119(b), 1935, and 1936 of Public Law 109-59, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expanded the transferability of funds to other agencies and among programs. This notice establishes requirements for initiating the transferring of apportioned and allocated funds between entities and between projects and programs to carry out these provisions of law. The types of transfers affected by this notice are:

- A. Transfer of funds from a State to the FHWA pursuant to U.S.C. Title 23, section 104(k)(3);
- B. Transfer of funds from a State to a Federal Agency other than FHWA;
- C. Transfer of funds from a State to another State;
- D. Transfer of funds from the Federal Transit Administration to FHWA;
- E. Transfer of funds between programs; and,
- F. Transfer of funds between projects.

The party initiating the fund transfer must fill out a FHWA transfer request form. Information required to fill out a transfer form will include the requester's contact information; a description of the program/project the transfer will come from and go to, the fiscal year, the program code, a demo ID or an urban area when applicable, and

the amount to be transferred. The form must be approved by the applicable State Department of Transportation and concurred on by the correlating FHWA Division Office.

Respondents: 50 State Transportation Departments, the District of Columbia, and Puerto Rico.

Frequency: As Needed.

Estimated Average Burden per Response: 30 minutes.

Estimated Total Annual Burden Hours: It is estimated that a total of 600 responses will be received annually, which would equal a total annual burden of 300 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: January 23, 2007.

James R. Kabel,

Chief, Management Programs and Analysis Division.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Federal Motor Carrier Safety Administration

[Docket No. NHTSA-2007-26851]

Motor Vehicle and Carrier Safety Standards

AGENCY: National Highway Traffic Safety Administration (NHTSA), Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice; Request for comments.

SUMMARY: NHTSA and FMCSA solicit comments on separate, but similar petitions for rulemaking from the American Trucking Associations (ATA) and Road Safe America and a group of nine motor carriers, to require devices that would limit the speed of certain trucks and to prohibit owners and operators from adjusting the speed limiting devices. The agencies are soliciting public comments to supplement a review of the material presented by the petitioners, along with an evaluation of data or other relevant information the agencies may already

have, in conducting a technical review of the petitions. After considering the technical review, and taking into account appropriate factors, the NHTSA Administrator will make a decision whether to grant or deny either or both of these petitions.

DATES: You should submit your comments early enough to ensure that Docket Management receives them not later than March 27, 2007.

ADDRESSES: You may submit your comments in writing to: Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Alternatively, you may submit your comments electronically by logging onto the Docket Management System Web site at <http://dms.dot.gov>. Click on "Help & Information" or "Help/Info" to view instructions for filing your comments electronically. Regardless of how you submit your comments, you should mention the docket number of this document.

You may call the Docket at 202-366-9324. You may visit the Docket from 10 a.m. to 5 p.m., Monday through Friday, except for Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. George Soodoo or Mr. Samuel Daniel of the National Highway Traffic Safety Administration at (202) 366-2720 or by FAX at (202) 366-7002, or Mr. Mike Huntley of the Federal Motor Carrier Safety Administration at (202) 366-4009 or by FAX at (202) 366-8842.

You may send mail to either of these officials in care of their respective agencies at 400 Seventh St., SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Background

American Trucking Associations (ATA) Petition. On October 20, 2006, the ATA submitted a petition to NHTSA, pursuant to 49 CFR 552.3, to initiate a rulemaking to amend the Federal Motor Vehicle Safety Standards (FMVSS) to require vehicle manufacturers to install a device limiting the speed of trucks with a Gross Vehicle Weight Rating (GVWR) of greater than 26,000 pounds to no more than 68 miles per hour (mph). Concurrently, the ATA petitioned FMCSA, pursuant to 49 CFR 389.31, to initiate a rulemaking to amend the Federal Motor Carrier Safety Regulations (FMCSR) to prohibit owners and operators from adjusting the speed limiting devices in affected vehicles in a way that enables the vehicles to exceed a speed of 68 mph.

The ATA contends that reducing speed-related crashes involving trucks is critical to the safety mission of both

NHTSA and FMCSA, and that these new requirements are necessary in order to reduce the number and severity of crashes involving large trucks. ATA's petition states:

A lack of focus on speed as a causal or significant contributing factor in crashes involving large trucks represents a significant gap in the federal government's truck safety strategy. While much of the federal truck safety budget has focused on ensuring the safe condition of equipment, on driver fatigue, and on prevention of impaired driving, it is clear from the research that speeding is a more significant factor in crashes involving trucks than any of the factors that currently receive the largest proportion of agency attention and resources.

The "Justification" section of ATA's petition also states:

ATA analyzed five years of fatal truck-involved crash data. We found that in 20 percent of truck-involved crashes where speeding on the part of the truck driver was cited as a factor in the crash, and the truck's speed was recorded, the speed of the truck exceeded 68 mph. However, because the truck's speed is reported by investigating officers in only about half of truck-involved fatal crashes, it is impossible to determine the actual number of potential crashes that might be avoided by limiting top truck speed to 68 mph. However, reasonable assumptions can be made and ATA believes the number of fatal crashes that could be avoided is significant.

The ATA stated in its petition that reducing the speed of trucks will likely reduce both the number and severity of crashes, although ATA did not quantify injury or fatality reduction benefits. The ATA also stated that the reduced number of crashes, resulting from the lower speed for trucks, will reduce congestion costs when considering the lost productivity that occurs when vehicles have been disabled in a crash or delayed at a crash site.

According to the ATA, there will be little or no cost increase for trucks and truck tractors associated with the speed limiting devices since they are already installed on these vehicles during manufacture. Also, the ATA contends that the cost to carriers for the increase in time required to complete a delivery will be off-set by savings in fuel consumption, fewer crashes, and less equipment wear.

The ATA petition may be accessed on-line through the Department of Transportation's Docket Management System at the following Web address: <http://dms.dot.gov>, at the docket number cited in the heading of this document.

Road Safe America Petition. On September 8, 2006, Road Safe America, a public safety interest group, and a group of nine motor carriers¹ petitioned FMCSA to amend the FMCSRs to require (1) Electronic speed

¹ The nine motor carriers who cosigned the Road Safe America petition are Schneider National, Inc., C.R. England, Inc., H.O. Wolding, Inc., ATS Intermodal, LLC, Dart Transit Company, J.B. Hunt Transport, Inc., U.S. Xpress, Inc., Covenant Transport, Inc., and Jet Express, Inc.