

ROD for the proposed expansion of Runway 9R/27L and other associated airport projects at FLL. The Environmental Protection Agency (EPA) published a notice of availability of the Final EIS for this proposed airport project in the **Federal Register** on June 27, 2008. The Final EIS was prepared in compliance with the National Environmental Policy Act of 1969 (NEPA) [42 U.S.C. 4321, *et seq.*], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR Parts 1500–1508] and FAA directives [Order 1050.1E and Order 5050.4B], and assessed the potential impacts of eight runway development alternatives, as well as the No Action Alternative. The FAA accepted comments on the Final EIS and these comments, along with the FAA's responses, are included in Appendix A of the ROD. The FAA identified Alternative B1b as its preferred alternative in the Final EIS and selected alternative in the ROD.

The selected alternative B1b includes the expansion of Runway 9R/27L to an overall length of 8,000 feet and width of 150 feet with an Engineered Materials Arresting System (EMAS) at both runway ends. The runway extends to the east without encroaching onto NE 7th Avenue and would be elevated over the Florida East Coast (FEC) Railway and U.S. Highway 1. The western extent of the runway is the Dania Cut-Off Canal. The selected alternative includes the following: construct a new full-length parallel taxiway 75 feet wide on the north side of Runway 9R/27L with separation of 400 feet from 9R/27L; construct an outer dual parallel taxiway that would be separated from the proposed north side parallel taxiway by 276 feet; construct connecting taxiways from the proposed full-length parallel taxiway to existing taxiways; construct an Instrument Landing System (ILS) for landings on Runways 9R and 27L; Runway ends 9R and 27L would have a Category I ILS, which includes a Medium Intensity Approach Light System with runway alignment indicator lights (MALSR), localizer, and glideslope.

Runway 13/31 would be decommissioned and permanently closed due to the increased elevation of the expanded Runway 9R/27L at its intersection with Runway 13/31. The terminal redevelopment envelope can accommodate a total of 67 to 77 gates and would accommodate the FAA-forecast levels of passenger-related activity through 2020. The terminal redevelopment envelope accommodates the potential redevelopment of Terminals 2, 3, and 4 including aircraft

parking positions, taxilanes, and remote parking positions. During project design, the Airport Sponsor will consider the refinement of airfield and terminal area elements that include the design, location, and number of taxiway exits, aircraft holding pads, and runway access areas.

Connected actions associated with the selected alternative include: close Airport Perimeter Road located within the approach to Runway 9R; relocate Airport Surveillance Radar (ASR-9); acquire all, or a portion, of the Hilton Fort Lauderdale Airport Hotel (formerly the Wyndham Fort Lauderdale Airport Hotel); acquire all, or a portion, of the Dania Boat Sales.

The FAA is granting approval to amend the airport layout plan (ALP) with the conditions noted in Section 8 of the ROD, *Conditions of Approval*, for the projects summarized in Section 1 of the ROD, *Description of Airport Sponsor's Proposed Action*, which constitutes the selected alternative in the ROD—FAA's Preferred Alternative (B1b).

Paper copies and CD copies of the ROD are available for review at various libraries in Broward County, the FAA Headquarters Office in Washington, D.C. and its Southern Regional Office in College Park, Georgia and Airports District Office in Orlando, Florida and at the administrative offices of the City of Cooper City, City of Dania Beach, City of Fort-Lauderdale, City of Hollywood, City of Lauderhill, City of Pembroke Pines, City of Plantation, City of Sunrise, and the Town of Davie, as well as the Fort Lauderdale-Hollywood International Airport. The addresses and telephone numbers for these locations are provided in the Final EIS, in Chapter Nine.

The Final EIS is available on Broward County's airport Web site: http://www.broward.org/airport/community_airportexpansion.htm. This ROD is available on the FAA's Web site: http://www.faa.gov/airports_airtraffic/airports/environmental/records_decision/.

FOR FURTHER INFORMATION CONTACT: Virginia Lane, Environmental Specialist, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, Telephone (407) 812-6331 Extension 129.

Issued in Orlando, Florida on December 19, 2008.

W. Dean Stringer,
Manager, Orlando Airports District Office.
[FR Doc. E9-190 Filed 1-8-09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2008-0177]

Agency Information Collection Activities; Request for Comments; Clearance of a Renewal Information Collection; Highways for LIFE Pilot Program

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval to renew two information collections, which are summarized below under **SUPPLEMENTARY INFORMATION**. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on September 22, 2008. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by February 9, 2009.

ADDRESSES: You may submit comments identified by Docket ID Number FHWA-2008-0177 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 20590-0001.

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: Mary Huie, 202-366-3039, Department of Transportation, Federal Highway Administration, Office of Infrastructure, 1200 New Jersey Ave., SE, E76-106, Washington, DC 20590. Office hours are from 8 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: *Title:* Highways for LIFE Pilot Program. OMB # 2125-0607.

Background: Section 1502 of SAFETEA-LU establishes the

“Highways for LIFE” Pilot Program. The purpose of the Highways for LIFE pilot program is to advance longer-lasting highways using innovative technologies and practices to accomplish the fast construction of efficient and safe highways and bridges. “Highways for LIFE” is focused on accelerating the rate of adoption of proven technologies. The program will provide funding to States to accelerate technology adoption to construct, reconstruct, or rehabilitate Federal-aid highway projects that incorporate innovative technologies that will improve safety, reduce congestion due to construction, and improve quality. Those States interested in participating in the “Highways for LIFE” program will submit an application for project funding. The information to be provided on the application includes a description of the project, the innovative technologies to be used and a description of how these technologies will improve safety, reduce construction congestion, and improve quality. The collected information will be used by FHWA to evaluate and select projects for “Highways for LIFE” funding.

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

Frequency: The information will be collected annually beginning in fiscal year 2009 and ending in fiscal year 2015.

Estimated Average Burden per Response: 8 hours per respondent per application.

Estimated Total Annual Burden Hours: It is expected that the respondents will complete approximately 30 applications for an estimated 240 total annual burden hours.

Public Comments Invited: 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. 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: January 6, 2009.

James R. Kabel,

Chief, Management Programs and Analysis.

[FR Doc. E9–173 Filed 1–8–09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA–2003–15818]

Exemption To Allow Werner Enterprises, Inc. To Use Global Positioning System (GPS) Technology To Monitor and Record Drivers’ Hours of Service

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice.

SUMMARY: FMCSA announces that Werner Enterprises, Inc.’s (Werner’s) exemption from the Agency’s regulatory requirements regarding Automatic On-Board Recording Devices is no longer required for the Werner Paperless Log System (WPLS). Based on information provided by Werner, the Agency has determined that the exemption is no longer required due to recent technological changes in the WPLS.

DATES: This notice is effective January 9, 2009.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas Yager, Chief, FMCSA Driver and Carrier Operations Division, Office of Bus and Truck Standards and Operations; Telephone: 202–366–4325. E-mail: MCPSD@dot.gov.

SUPPLEMENTARY INFORMATION:

Prior Werner Exemption

Following public notice and comment, on September 21, 2004, FMCSA granted Werner a 2-year exemption from the requirement that its commercial motor vehicle (CMV) drivers prepare handwritten records of duty status (49 CFR 395.8) or use an Automatic On-Board Recording Device (AOBRD) (49 CFR 395.15). A determination was made that the Global Positioning System (GPS) technology and complementary safety management computer systems in the Werner Paperless Log System (WPLS) would achieve the requisite level of safety. At that time, the primary reason for the exemption was that the Werner system was not integrally synchronized with the CMV as required by the definition of an AOBRD in 49 CFR 395.2. Certain information regarding miles driven and road speed was obtained from the GPS. The exemption was effective on

September 21, 2004 and expired on September 21, 2006 (69 FR 56474).

In 2006, Werner applied for renewal of this exemption. Under 49 U.S.C. 31315 and 31136(e), FMCSA may renew an exemption for a period of up to 2 years if it finds “* * * such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption.* * *” FMCSA evaluated Werner’s application, and in a September 7, 2006 notice, announced its decision to renew Werner’s exemption for 2 years (71 FR 52846).

Request for Determination

In July 2008, Werner requested that FMCSA review the modified WPLS to determine whether an exemption is still necessary. Werner advised that changes made in the WPLS have brought it into compliance with 49 CFR 395.15, and provided detailed information to FMCSA in support of its request.

A subsequent analysis of technical compliance with 49 CFR 395.15 was undertaken by FMCSA based on Werner’s documentation. Regarding the primary issue of integral synchronization with the CMV to record engine use, road speed, miles driven, and date and time of day, Werner responded that except for date and time of day, all of this data is now obtained directly from the engine control module of the CMV. The date and time of day are obtained from the computer-satellite link. The GPS capability is only used to establish vehicle location, as permitted by 49 CFR 395.15.

FMCSA Determination

Based on the information provided by Werner, FMCSA has determined that the WPLS is in compliance with 49 CFR 395.15, and Werner no longer requires an exemption for use of the WPLS.

Issued on: December 29, 2008.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. E9–192 Filed 1–8–09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–98–3637; FMCSA–00–8203; FMCSA–02–12844; FMCSA–04–17984; FMCSA–06–24015; FMCSA–06–26066]

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.