

the latter, the Rule states in 93.152 under Definitions: "The portion of emissions which are exempt or presumed to conform under Section 93.153(c), (d), (e), or (f) are not included in the "total of direct and indirect emissions." Likewise, as stated in the preamble (58 FR 63233): "The final rule requires the inclusion of the total direct and indirect emissions in the applicability and conformity determinations, except the portion of emissions which are exempt or presumed to conform * * *"⁶⁷ The FAA applies this definition to exclude emissions for single and multiple presumed to conform actions that are not connected to one another. FAA procedures for combined actions offer a reasonable approach by placing a more conservative limit on the permitted exclusion of presumed to conform emissions than 40 CFR 93.152.

Documentation. Documentation requirements for combined actions are greater typically than for single actions. On some combined actions, the FAA requires that presumed to conform actions be analyzed and documented by means of an emissions inventory using the FAA EDMS model and related procedures.⁶⁸ This standard modeling methodology is project-specific and more refined than the quantification of emissions in this Notice and therefore offers greater confirmation in some cases that the applicable emissions will not equal or exceed the *de minimis* thresholds.

Specifically, standard modeling methodology must be used if the project includes: (1) One or more presumed to conform actions that are connected to non-presumed to conform actions which are being evaluated under the environmental review requirements of NEPA; or (2) two or more presumed to conform actions are involved which are not supported by additional quantification in the Notice (see below). In these cases, each presumed to conform action must be modeled and inventoried in the same manner and to the same extent as non-presumed to conform actions. Moreover, presumed to

conform actions must be listed as a separate line item in the emissions inventory and clearly explained and presented in all related study documentation.

Consistent with the goal of reducing the analysis burden for presumed to conform actions, the Notice may be used in some instances to document presumed to conform actions in lieu of the standard modeling methodology. Specifically, the Notice may be used if the project is a single action or if it is limited to multiple presumed to conform actions that are supported in the Notice by additional quantification. Presumed to conform actions or categories with additional quantification (e.g., data tables) are: Pavement markings; pavement monitoring systems; non-runway pavement work; lighting systems; terminal and concourse upgrades; new HVAC systems, upgrades, and expansions; airport signage; commercial vehicle staging areas; and low-emission technology and alternative fuel vehicles.⁶⁹ Also, the Notice may be used if all but one of the project's multiple presumed to conform actions are supported by additional quantification and the FAA excludes, as allowed, the emissions from the one presumed to conform action that is not supported by additional quantification.

Regional Significance

FAA employees must also reflect that they have considered potential regional significance, that is, whether the total direct and indirect emissions of the pollutants from each presumed to conform action represent 10 percent or more of a nonattainment or maintenance area's total emissions of that pollutant under 40 CFR 93.153(j).⁷⁰ If project emissions are regionally significant on this basis, the FAA would be required to prepare a conformity analysis and determination for a presumed to conform Federal action.

As the FAA indicated in its Draft Notice, strong evidence indicates that presumed to conform actions are not likely to be regionally significant.⁷¹

⁶⁹ Documentation for low-emission technology and alternative fuel vehicles may be based on the findings of the FAA VALE program and its preceding pilot program (ILEAV).

⁷⁰ This section provides that actions specified by individual federal agencies that have met applicable criteria and procedures are presumed to conform "except as provided in paragraph (j) of this section." Paragraph (j) states: "Where an action otherwise presumed to conform under paragraph (f) of this section is a regionally significant action * * * that action shall not be presumed to conform and the requirements [for a conformity analysis and determination] shall apply for the Federal action."

⁷¹ The FAA *Air Quality Handbook* states that an airport project that is presumed to conform is

However, the FAA has decided to defer action on this aspect of its Draft Notice based upon consultation with the EPA.

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Administrator for Airports.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2007-28797]

Agency Information Collection Activities: Notice of Request for Reinstatement of a Previously Approved Collection for Which Approval Has Expired

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 reinstatement of a previously approved collection for which approval has expired. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on May 11, 2007. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995. **DATES:** Please submit comments by August 29, 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

unlikely to have emission levels that are regionally significant (*Air Quality Procedures for Civilian Airports and Air Force Bases*, FAA and USAF, April 1997). This is because, based on the highest *de minimis* threshold level (100 tons per year), in order for an action's net emissions to represent 10 percent or more of a maintenance or nonattainment area's total emissions of a particular pollutant, the area's total emissions inventory for any pollutant must be less than 1,000 tons, which is unlikely.

⁶⁷ EPA gives as an example a Federal action that includes construction of a new industrial boiler project, that is exempt, and a separate office building. The emissions from the hypothetical boiler exceed *de minimis* levels however it is exempt and so the emissions are excluded. The emissions from the office building alone are below *de minimis* levels. As a result, the action as a whole does not need a conformity determination. (58 Fed. Reg. 63233).

⁶⁸ The primary source of agency air quality procedures and analysis requirements is the FAA *Air Quality Handbook* entitled *Air Quality Procedures for Civilian Airports and Air Force Bases*, FAA and USAF, April 1997.

electronic technology, without reducing the quality of the collected information. All comments should include the Docket number FHWA-2007-28797.

FOR FURTHER INFORMATION CONTACT:

Heather Contrino, 202-366-5060, or Ralph Gillman, 202-366-5042, Office of Highway Policy Information, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 8 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: National Household Travel Survey.

OMB Control #: 2125-0545.

Background: The collection of passenger travel data is authorized in Title 23, Section 502, which authorizes the DOT to engage in studies to collect data for planning future highway programs. The 2008 National Household Travel Survey (NHTS) will provide an updated benchmark of travel activity and a measure of the impact of household travel behavior on system performance including safety, accessibility, economic factors, and congestion. This continuity is important in identifying, assessing, and forecasting travel trends. The many changes in travel and the related social patterns point to the need for a 2008 NHTS. Continuing changes in household structure, commuting levels and patterns, the location of households and workplaces, and increases in the mobility of the older population, as well as issues of air quality and traffic congestion, have all resulted in significant changes in travel in recent years. Historically, FHWA has had the responsibility for the administration of the NHTS; however, FHWA coordinates with other agencies within the DOT on information needs and program applications. The Bureau of Transportation Statistics (BTS), National Highway Traffic Safety Administration (NHTSA), and the Federal Transit Administration (FTA) have provided supplemental funding in past NHTS program activities. In addition, several organizations outside DOT rely on the NHTS for transportation information relating to health (Centers for Disease Control), energy consumption (Energy Information Administration), and emergency planning (Department of Homeland Security). The DOT has a continuing need for current and improved data to determine the nature and extent of present travel needs and to plan for meeting the nation's travel needs of the future. Specifically, data is needed to:

- Examine the availability and use of transportation to various population groups, including those whose mobility has historically been lower than that of the general population, such as the elderly, low-income, people of color, and new immigrants;

- Identify factors affecting the use of private vehicles and other means of transportation as they relate to trip purposes including travel to work, school, shopping, medical care, other personal business, social and recreational travel;

- Forecast trends in highway transportation in light of projected demographic changes;

- Obtain the public's response to changes in transportation systems and services;

- Evaluate factors relating to the safety of the surface transportation system;

- Provide data for the evaluation of the impacts of various policy initiatives; and

- Provide cost-effective information that supports transportation planning and decision making by Federal, State, and local governments.

The DOT uses the data to analyze the amount and nature of household travel, the relationship between socioeconomic characteristics and travel patterns, and trends in passenger travel. Because demographic information is collected on each person and each household surveyed in the NHTS, the dataset is excellent for describing travel behavior of population groups. The transportation community has seen the influence of changes in travel behavior on the amount and type of travel demand, including the increasing participation of women in the workforce, trip chaining for other purposes as part of the work journey, an increase in single-occupant vehicles, increased development of the outer suburbs and exurbs, and changes in household structure. NHTS is also critical in assessing emerging travel roles of older populations and how this is changing over time, as the older cohort is more and more composed of those who have grown up driving. Understanding household travel today means understanding the complexity and variety of travel needs under these changing conditions. As our society addresses air quality and congestion issues, it is vital that the various trends be understood along with their implications for the different segments of the population.

Respondents: Approximately 25,000 households will complete the survey. The survey households will be selected using random digit dialing (RDD). The

NHTS is a two-stage study. In the first stage, households are contacted via computer assisted telephone interviewing (CATI) to collect basic information about the household and its vehicles. During this initial contact, households are recruited to participate in the diary phase (second stage of the study). Each household is assigned a specific travel day and asked to record details about each trip taken on that day. The stage two trip information is obtained via computer assisted telephone interviewing (CATI).

Frequency: The NHTS has been conducted by the DOT every 5-7 years since 1969. The 2008 NHTS will be conducted during calendar year 2008.

Estimated Average Burden per Response: The estimated burden per household averages 68 minutes, which includes interviewing an average of 2.5 persons per household. The burden per person averages 20 minutes for the interview and another 7 minutes for keeping the diary.

Estimated Total Annual Burden Hours: The estimated total annual burden hours are 28,333.

Electronic Access: Internet users may access all comments received by the U.S. DOT Dockets, 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: July 23, 2007.

James R. Kabel,

Chief, Management Programs and Analysis Division.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Maintenance and Repair Reimbursement Pilot Program

AGENCY: Maritime Administration, Department of Transportation

ACTION: Notice of extension of application deadline.

SUMMARY: The Maritime Administration is hereby giving notice that the closing date for filing applications to enroll in the Maintenance and Repair Reimbursement Pilot Program is extended until October 30, 2007. The notice announcing the initial application deadline was published in