the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the City of Santa Fe. The documentation that constitutes the ''noise exposure maps'' as defined in section 150.7 of Part 150 includes: Exhibit 1, 2006 Noise Exposure Map; Exhibit 2, 2011 Noise Exposure Map; Exhibit lA, Airside Facilities; Table 2A, Operations Summary; Table 2B, Operational Fleet Mix; Table 2C, Runway Use Percentages by Aircraft Type; Exhibit 2D, Existing and Future Consolidated Departure Flight Tracks; Exhibit 2E, Existing and Future Consolidated Arrival Flight Tracks; Exhibit 2F, Existing and Future Consolidated Touch-and-Go Flight Tracks; Table 2D, Comparative Areas of Noise Exposure; Exhibit 2G, 2006 Noise Exposure Contours; Exhibit 2H, 2011 Noise Exposure Contours; Exhibit 2J, Long Range Noise Exposure Contours; Exhibit 2K, Measured and Modeled Noise; Table 2E, Measurement Results Summary; Table 2F, Noise Measurement vs. Predicted DNL Values; Table 3A, Land Uses Exposed to 2006 Aircraft Noise; Table 3B, Population Exposed to 2006 Aircraft Noise; Exhibit 3C, 2006 Noise Exposure Contours with Land Use; Table 3C, Noise-Sensitive Land Uses Exposed to 2011 Aircraft Noise; Exhibit 3D, 2011 Noise Exposure Contours with Land Use; Table 3D, Population Exposed to 2011 Aircraft Noise; Table 3E, Noise-Sensitive Land Uses Exposed to Long Range Aircraft Noise; Exhibit 3E, Long Range Noise Exposure Contours with Land Use; Table 3F, Population Exposed to Long Range Aircraft Noise; and Table 3G, Summary of Significant Noise Impacts.

The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on March 20, 2008.

FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility 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 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.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, TX; Mr. James H. Montman, Airport Manager, Santa Fe Municipal Airport, 200 Lincoln Avenue, P.O. Box 909, Santa Fe, NM 87504–0909. Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas, March 20, 2008.

Joseph G. Washington,

Acting Manager, Airports Division.

[FR Doc. E8–6336 Filed 3–31–08; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: San Benito County and Santa Clara County, California

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that a TIER I Environmental Impact Statement (EIS) will be prepared for a proposed highway project and route adoption study in San Benito and Santa Clara Counties, California.

FOR FURTHER INFORMATION CONTACT: Bobi Lyon-Ritter, Senior Environmental Planner, Sierra Pacific Environmental Analysis Branch, Caltrans, 2015 E. Shields Avenue, Suite 100, Fresno, California 93726 or call (559) 243–8178.

SUPPLEMENTARY INFORMATION:

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the Caltrans assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans will prepare a Tier I EIS on a proposal for the eventual conversion of approximately 11 miles of the existing State Route 25 from two-lane conventional highway to a four-lane expressway in San Benito and Santa Clara counties in California. This TIER I EIS includes both a route adoption, which is a locational decision for future highways, and a proposed construction project within a portion of the proposed route adoption.

The route adoption extends from San Felipe Road within the City of Hollister (post mile 51.5) to the San Benito/Santa Clara County line (post mile 60.1) and on to the end of State Route 25 at U.S. 101 south of the City of Gilroy (post miles 0.0/2.56 in Santa Clara County).

Five alternatives are under consideration: Alternative 1 and Alternative 2 are route adoption alignments, and Alternative A and Alternative B are proposed build alternatives. The No Action alternative will also be considered.

Alternative 1 and Alternative 2, the route adoption alternatives, are approximately 11 miles long, and share the same alignment from the bend in Route 25 approximately 1.7 miles south of Shore Road (post mile 56.1) in San Benito County to U.S. 101 in Santa Clara County. Between the east end of the proposed project at San Felipe Road and post mile 56.1 in San Benito County the

two alignment alternatives separate. Alternative 1 proposes to align the future four-lane expressway to the east (or north) of the existing two-lane north/south highway. Alternative 2 would be aligned to the west (or south) of the existing two-lane highway.

Both route adoption alternatives would accommodate a future:

- 342 foot wide four-lane expressway with a 62 foot median and frontage roads on either one or both sides.
- Interchange to replace the Route 25/Route 156 at-grade intersection.
- Route 25/Route 101 interchange to replace and be located north of the existing interchange.

As well as:

- New bridges over Carnadero Creek and the Pajaro River.
- New overheads to cross over the Union Pacific Railroad Hollister branch line and the Union Pacific main line just east of US101.

Alternative A and Alternative B, the build alternatives, would extend 3.8 miles in San Benito County, from San Felipe Road (post mile 51.5) to just west of Hudner Lane (post mile 55.3). Unlike the route adoption alternatives, the build alternatives propose a realigned and widened at-grade intersection at Route 25 and Route 156 instead of an interchange. Both construction alternatives would transition back to the existing two-lane highway near Hudner Lane.

Alternative A would be constructed at the southeastern end of the Alternative 1 route adoption alignment. Direct access to the expressway would be available from San Felipe Road, Wright Road, Flynn Road, two new west-side frontage roads, SR 156, and one new east-side frontage road. An undercrossing at the Don Chapin gravel operation driveway would provide access to this otherwise landlocked parcel.

Alternative B would be constructed at the southeastern end of the Alternative 2 route adoption alignment. Direct access to the expressway would be available from San Felipe Road, Wright Road, Briggs Road, two new west-side frontage roads, SR 156, and one new east-side frontage road.

The No Action Alternative would result in no action being taken and no further improvements would be made to State Route 25 within the Route Adoption limits other than those already programmed/funded or under construction. Improvements at the San Felipe Road/State Route 25 intersection are currently under construction in 2008 as part of the Route 25 Hollister Bypass Project. It is anticipated that work will begin early in 2009 on the Route 25 Safety and Operations Enhancement Project and will be completed by early 2010. Work will begin just south of Hudner Lane (post mile 55.1) and end just south of the Union Pacific Railroad Crossing (post mile 60.0) in San Benito County. Roadway widening will consist of two–10′ outside shoulders, two–12′ traveled lanes, two–5′ inside shoulders and placement of a temporary concrete median barrier. Rumble strips will be installed on all inside and outside shoulders. Hudner Lane and Shore Road intersections will be improved.

No Federal permits or approvals would be needed for either of the two route adoption alternatives or the two build alternatives. Future TIER II environmental documents for build projects proposed within the remaining segment of the route adoption alignment may require a section 404 permit from the U.S. Army Corps of Engineers; a section 7 Biological Opinion from the U.S. Fish and Wildlife Service; and a section 401 Permit from the Regional Water Quality Control Board.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. In addition, a newsletter will be mailed separately, and updated information will be available on the project Web site *http://www.dot.ca.gov/dist05/paffairs/hwy25widening/index.htm.*

A public scoping meeting will be held on April 3, 2008 from 4:30 to 6:30 p.m. at R. O. Hardin Elementary School in Hollister, California to provide additional opportunities for public input on the proposed project.

Public outreach for the proposed project and preparation of an Environmental Assessment (EA) was initiated in 2001. A Public Information Meeting was held in December 2003. In December 2007 Caltrans decided to prepare a Tier I EIS instead of an EA. This document type gives Caltrans the ability to both secure an adopted route (locational decision for planning purposes) and to propose a stand-alone construction project for a segment of the adopted route.

Significant impacts to farmland are anticipated.

The public hearing will be held during circulation of the environmental document, which is expected to occur in Fall 2008. A Public Notice will be issued to announce the time and place of the hearing. The TIER I draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: March 25, 2008.

Nancy Bobb,

Director, State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. E8–6607 Filed 3–31–08; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms, and Record Keeping Requirements

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on October 2, 2007 (72 FR 56027). The agency received no comments.

DATES: Comments must be submitted on or before May 1, 2008.

ADDRESSES: 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 NHTSA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the