

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.

[FR Doc. E7-14643 Filed 7-27-07; 8:45 am]

BILLING CODE 4910-22-P

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

the **Federal Register** on July 2, 2007 (72 FR 36103).

FOR FURTHER INFORMATION CONTACT: Jean E. McKeever, Associate Administrator for Business and Workforce Development, Maritime Administration, 1200 New Jersey Ave., SE., Washington, DC 20590; phone: (202) 366-5737; fax: (202) 366-3511; or e-mail: Jean.McKeever@dot.gov.

SUPPLEMENTARY INFORMATION: Section 3517 of the National Defense Authorization Act for fiscal year 2007 (Pub. L. 109-163) requires a person who is awarded a Maritime Security Program ("MSP") agreement to also enter into an agreement with the Maritime Administration to perform maintenance and repair ("M&R") work in United States shipyards as a condition of the MSP award. The Maritime Administration's M&R regulations do not apply the M&R condition to contractors who have already been awarded an M&R agreement. Thus, the Maritime Administration's M&R regulations make the M&R obligation mandatory on new awardees, including transferees, of MSP agreements, and voluntary for existing MSP contractors.

The John Warner National Defense Authorization Act for Fiscal Year 2007, (Pub. L. 109-364) grants a priority, during times of insufficient appropriations, in allocation of MSP payments to MSP contractors that have entered into M&R agreements. The M&R regulations were published in the **Federal Register** on February 6, 2007 (72 FR 5342-01), but did not specify a time period for submitting applications. In order to administer the priority provisions of Public Law 109-364, we need to close the application period.

(Authority: 49 CFR 1.66)

Dated: July 23, 2007.

By Order of the Maritime Administrator.

Daron T. Threest,

Secretary, Maritime Administration.

[FR Doc. E7-14636 Filed 7-27-07; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2007-28629]

Statistical Analysis of the Effectiveness of Electronic Stability Control (ESC) Systems—Final Report

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for comments on technical report.

SUMMARY: This notice announces NHTSA's publication of a Technical Report evaluating the effectiveness of Electronic Stability Control (ESC) Systems. The report's title is: Statistical Analysis of the Effectiveness of Electronic Stability Control (ESC) Systems—Final Report.

DATES: Please submit comments by November 27, 2007.

ADDRESSES:

Report: The report is available for viewing online in PDF format at the Docket Management System (DMS) Web page of the Department of Transportation, <http://dms.dot.gov>. Click on "Simple Search"; type in the five-digit docket number shown at the beginning of this Notice (28629) and click on "Search"; that brings up a list of every item in the docket, starting with a copy of the **Federal Register** notice (item NHTSA-2007-28629-1) and a copy of the report in PDF format (item NHTSA-2007-28629-2).

Comments: You may submit comments [identified by DOT DMS Docket Number NHTSA-2007-28629] 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, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- **Hand Delivery:** 1200 New Jersey Avenue, SE., West Building, Room W12-140, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You may call Docket Management at 1-800-647-5527 and visit the Docket from 10 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jennifer N. Dang, Evaluation Division, NPO-131, National Center for Statistics and Analysis, National Highway Traffic Safety Administration, Room W53-455, 1200 New Jersey Avenue, SE., Washington, DC 20590. Telephone: 202-493-0598. FAX: 202-366-3189. E-mail: Jenny.Dang@dot.gov.

SUPPLEMENTARY INFORMATION: In 2004, NHTSA initiated an evaluation to assess the effectiveness of ESC in reducing single-vehicle crashes in various domestic and imported passenger cars and Sport Utility Vehicles (SUVs). The preliminary results from that study indicated that ESC was highly effective in reducing single-vehicle crashes. In

2006, NHTSA published a draft of this report (an update and modification to the 2004 report) in support of a proposed rulemaking to establish a new Federal Motor Vehicle Safety Standard, FMVSS No. 126, which requires ESC systems on passenger cars, multipurpose passenger vehicles, trucks, and buses with a gross vehicle weight rating of 10,000 pounds or less. Statistical analyses of 1997-2004 crash data from the Fatality Analysis Reporting System (FARS) and 1997-2003 crash data from the State data files estimate reductions with ESC for various types of crash involvements.

- ESC reduced fatal run-off-road crashes by 36 percent for passenger cars and 70 percent for light trucks and vans (LTVs). The reductions are statistically significant.

- Police-reported run-off-road involvements were decreased by 45 percent in passenger cars and 72 percent in LTVs. The decreases are statistically significant.

- Fatal single-vehicle crashes that did not involve pedestrians, bicycles, and animals decreased (due to ESC) by 36 percent in passenger cars and 63 percent in LTVs. The decreases are statistically significant.

- ESC reduced police-reported single-vehicle crashes (excluding pedestrian, bicycle, animal crashes) by 26 percent for passenger cars and 48 percent for LTVs. The reductions are statistically significant.

- Rollover involvements in fatal crashes were decreased by 70 percent in passenger cars and 88 percent in LTVs. The decreases are statistically significant.

- Police-reported crashes involving rollovers were reduced by 64 percent in passenger cars and 85 percent in LTVs. The reductions are statistically significant.

- ESC reduced culpable fatal multi-vehicle crashes by 19 percent for passenger cars and 34 percent for LTVs. Only the reduction involving LTVs is statistically significant.

- Culpable involvements in police-reported multi-vehicle crashes were decreased by 13 percent in passenger cars and 16 percent in LTVs. The decreases are statistically significant.

- Overall, ESC reduced all fatal crashes by 14 percent for passenger cars and 28 percent for LTVs. Only the reduction in LTVs is statistically significant.

- Overall, police-reported crash involvements decreased by 8 percent in passenger cars and 10 percent in LTVs. The decreases are statistically significant.