

continued airworthiness of aircraft, and certification of pilots, mechanics, and others in safety related positions, publishes proposed non-regulatory documents that are available for public comment on the Internet at http://www.faa.gov/aircraft/draft_docs/.

DATES: We must receive comments on or before the due date for each document as specified on the Web site.

ADDRESSES: Send comments on proposed documents to the Federal Aviation Administration at the address specified on the Web site for the document being commented on, to the attention of the individual and office identified as point of contact for the document.

FOR FURTHER INFORMATION CONTACT: See the individual or FAA office identified on the Web site for the specified document.

SUPPLEMENTARY INFORMATION: Final advisory circulars, other policy documents, and technical standard orders (TSOs) are available on FAA's Web site, including final documents published by the Aircraft Certification Service on FAA's Regulatory and Guidance Library (RGL) at <http://rgl.faa.gov/>.

Comments Invited

When commenting on draft ACs, other policy documents or proposed TSOs, you should identify the document by its number. The Aviation Safety organizations, will consider all comments received on or before the closing date before issuing a final document. You can obtain a paper copy of the draft document or proposed TSO by contacting the individual or FAA office responsible for the document as identified on the Web site. You will find the draft ACs, other policy documents and proposed TSOs on the "Aviation Safety Draft Documents Open for Comment" Web site at http://www.faa.gov/aircraft/draft_docs/. For Internet retrieval assistance, contact the AIR Internet Content Program Manager at 202-267-8361.

Background

We do not publish an individual **Federal Register** Notice for each document we make available for public comment. On the Web site, you may subscribe to our service for e-mail notification when new draft documents are made available. Persons wishing to comment on our draft ACs, other policy documents and proposed TSOs can find them by using the FAA's Internet address listed above. This notice of availability and request for comments

on documents produced by Aviation Safety will appear again in 30 days.

Issued in Washington, DC, on April 2, 2007.

Frank Paskiewicz,

Manager, Production and Airworthiness Division, Aircraft Certification Service.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Clackamas County, Oregon

AGENCY: Federal Highway Administration, Oregon Department of Transportation, and Clackamas County, Oregon.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice of intent to advise agencies and the public that an Environmental Impact Statement (EIS) will be prepared to assess the impacts of a proposed transportation project on Harmony Road in Clackamas County, Oregon.

DATES: A public scoping meeting will be held on Wednesday, May 9, 2007 at the Sunnybrook Service Center Auditorium, 9101 SE., Sunnybrook Blvd., Clackamas, OR 97015. The public scoping meeting will include an open house from 4 p.m. to 7 p.m. and informational presentations at 4:30, 5, 5:30, 6, and 6:30 p.m. The informational presentation will be followed by a question and answer period. An agency scoping meeting will be held on May 10, 2007 at the Oregon Department of Transportation, 123 NW Flanders, Room 344, Portland, OR 97209. The agency scoping meeting will be from 2:30 P.M. to 4:30 P.M.

FOR FURTHER INFORMATION CONTACT: Jeff Graham, P.E., Operations Engineer, Federal Highway Administration, 530 Center Street NE., Suite 100, Salem, OR 97301, Telephone: (503) 587-4727 or Ron Weinman, Principal Transportation Planner, Clackamas County, 9101 SE., Sunnybrook Blvd., Clackamas, OR 97015, Telephone: (503) 353-4533.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Oregon Department of Transportation (ODOT), and Clackamas County Department of Transportation and Development, will prepare an EIS on a proposal to improve the transportation system in the SE Harmony Road corridor, from SE 82nd Avenue to State Highway 224 (approximately 1.5 miles). The project will consider alignment and

improvement options on SE Harmony Road and intersections at SE Railroad Avenue/SE Linwood Avenue and SE Lake Road/SE International Way. In addition, the project study will consider alignment options for the extension of SE Sunnybrook Boulevard west of SE 82nd Avenue and its western terminus. A significant project consideration is grade separation of the road and the Union Pacific rail line at the Harmony Road/Linwood Avenue/Railroad Avenue intersection.

Improvements to the corridor are considered necessary to enhance safety and to reduce congestion associated with existing and projected traffic demand. Levels of service at intersections in the area are currently failing and are anticipated to worsen without improvements. By 2030, the number of households in the study area is expected to increase by 24 percent and the number of jobs by 43 percent. Growth is anticipated in association with planned development in and around the extension of regional light-rail service to the Clackamas Regional Center, which encompasses the Harmony Road corridor and is adopted in the Metro 2040 Growth Concept.

The at-grade railroad mainline that crosses on the southwest side of the Harmony Road/Linwood Avenue/Railroad Avenue intersection is part of the future high-speed rail corridor between Eugene, OR and Vancouver, BC. Operation of high-speed passenger trains along this corridor mandates grade separation of the rail line and the roadway for safety and operational purposes. Currently, there are approximately 6 passenger trains and 24 freight trains crossing at this location each day, resulting in an average daily gate activation time of 150 minutes. These train crossings further burden the Harmony Road corridor with traffic delay.

The EIS will identify transportation needs and deficiencies in the project study area, including mobility, access, system linkages and continuity, and safety. The range of evaluated transportation alternatives in the EIS will be developed to meet the identified project purpose and need. Potential alternatives and combinations thereof may include but are not limited to: (1) Taking no action; (2) adding capacity to existing roadways; (3) extending Sunnybrook Boulevard to the west of SE 82nd Avenue and determining its alignment and terminus; (4) redesigning intersections along Harmony Road at Linwood Avenue/Railroad Avenue and Lake Road/International Way; (5) grade separating the road from the railroad crossing at the Harmony Road/Linwood

Avenue/Railroad Avenue intersection; and (6) improving pedestrian and bicycle facilities. Design variations of potential alternatives will also be studied, as appropriate.

The EIS will be initiated with a scoping process. The scoping process will include a program of public outreach and agency coordination conducted over the next several months in order to elicit input on project purpose and need, potential alternatives, significant and insignificant issues, and collaborative methods of analyzing transportation alternatives and environmental impacts.

In total, the public outreach program will include multiple public meetings conducted by Clackamas County as well as coordination with two stakeholder committees—one committee comprised of community and technical representatives and the other committee comprised of policy level representatives. A public hearing will be held in connection with the release of the draft EIS. Public notice will be given regarding the time and place of the public meetings and hearing.

An Internet Web site (<http://www.harmonyroadea.org>) and other communication media will be utilized throughout the process to provide public information and to receive comments. All comments and input received during the EIS process will be considered and documented.

The FHWA, ODOT, and Clackamas County Department of Transportation and Development will evaluate significant transportation, environmental, social, and economic impacts of the project alternatives. Potential areas of impact include: Neighborhoods, Section 4(f) resources, environmental justice, and natural resources. All impacts will be evaluated for both the construction period and long-term period of operation. Measures to avoid, minimize and mitigate any significant adverse impacts will be developed.

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

(Authority: 23 U.S.C. 315)

Dated: April 2, 2007.

Jeff Graham,

Operations Engineer, FHWA Oregon Division.
[FR Doc. E7-6580 Filed 4-6-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-05-22706]

Motor Vehicle Registration and Licensed Driver Information

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: On January 6, 2006, the FHWA published a notice in the **Federal Register** at 71 FR 969 to solicit public comments on the quality, timeliness, comprehensiveness, and other characteristics of data collected on motor vehicle registration and licensed driver information. Based on public comments received, the FHWA has determined to make a change to the driver's license data definition for teenage drivers, to eliminate the collection of information on disqualified commercial drivers licenses, and to develop enhanced software to receive and process motor vehicle registration and licensed driver data more efficiently.

FOR FURTHER INFORMATION CONTACT: Mr. Ralph Erickson, Office of Highway Policy Information, (202) 366-9235, or Mr. Wilbert Baccus, Office of Chief Counsel, (202) 366-1396, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., ET, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: *Electronic Access and Filing:* Internet users may access this document, the initial notice, and all comments received by the U.S. DOT Docket Facility by using the Universal Resource Locator (URL) <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Electronic submission and retrieval help and guidelines are available under the help section of the Web site.

An electronic copy of this document may also be downloaded by accessing the Office of the Federal Register's home page at <http://www.archives.gov> and from the Government Printing Office's Web page at <http://www.gpoaccess.gov/nara>.

Background: The FHWA collects and publishes motor vehicle registration and licensed driver information obtained from the States and the District of

Columbia. This information is collected from State departments of transportation pursuant to 23 CFR 420.105 and is published in *Highway Statistics*.¹

The information in *Highway Statistics* plays a key role in the development of Federal highway legislation. The information is used in preparing legislatively required reports to Congress, in evaluating highway safety programs, and, in general, as an aid to highway planning, programming, budgeting, forecasting, and fiscal management. This information is also used extensively in the evaluation of Federal, State, and local highway programs. In recent years, FHWA has implemented several reassessment efforts to assure that *Highway Statistics* data remains up-to-date and relevant for current purposes.

On January 6, 2006, the FHWA published a notice in the **Federal Register** at 71 FR 969 to solicit public comments on the quality, timeliness, comprehensiveness, and other characteristics of the driver license data. Based on the public comments received, the FHWA has determined to make a change to the data definition of teenage driver to reflect more accurately the actual number of teens driving, to eliminate the collection of information on disqualified commercial drivers licenses, and to update the software used to collect the motor vehicle registration and licensed driver information from the States.

Actions Taken to Date

Teenage Drivers

In the past, FHWA's definition of a licensed driver has been "[a] person that can drive inclusively between the hours of 5 a.m. and Midnight without another licensed driver in the vehicle." However, State drivers license laws have changed significantly in recent years, especially in the area of teenage drivers. Now, all 50 States and the District of Columbia have some form of graduated licensing for teenage drivers. Some States prohibit teens from driving unless accompanied by a supervisory driver. Other States prohibit teens from driving during certain hours of the day. And still other States may allow nighttime teenage driving, but only with adult supervision. A full definition of Graduated Driver's License can be found in Section 1313.5(d) in the following National Highway Traffic Safety Administration URL: http://www.nhtsa.dot.gov/nhtsa/whatsup/tea21/GrantMan/HTML/24b_Sec410T21Reg_23CFR1313.html. As such, the past FHWA data definition

¹ *Highway Statistics* is an annual report containing analyzed data on motor fuel, motor vehicles, driver licensing, highway user taxation, State and local highway finance, highway mileage, and other selected data. This report has been published each year since 1945. It is available at the following URL: <http://www.fhwa.dot.gov/ohpi/hss>.