

**DEPARTMENT OF HOMELAND SECURITY****Coast Guard**

[Docket No. USCG-2008-1183]

**Accounting of Recreational Boating Safety Projects, Programs and Activities Funded Under Provisions of the Transportation Equity Act for the 21st Century****AGENCY:** Coast Guard, DHS.**ACTION:** Notice.

**SUMMARY:** In 1999, the Transportation Equity Act for the 21st Century made \$5 million available to the Secretary of Homeland Security for payment per year of Coast Guard expenses for personnel and activities directly related to coordinating and carrying out the national recreational boating safety program. In 2005, the law was amended and the amount was increased to \$5.5 million. The Coast Guard is publishing this notice published to satisfy a requirement of the Act that a detailed accounting of the projects, programs, and activities funded under the national recreational boating safety program provision of the Act be published annually in the **Federal Register**. In this notice, we have specified the amount of monies the Coast Guard has committed, obligated, or expended during fiscal year 2008, as of September 30, 2008.

**FOR FURTHER INFORMATION CONTACT:** Jeff Ludwig, Regulations Development Manager, telephone 202-372-1062, fax 202-372-1932.

*Background and Purpose:* The Transportation Equity Act for the 21st Century became law on June 9, 1998 (Pub. L. 105-178; 112 Stat. 107). The Act required that of the \$5 million made available to carry out the national recreational boating safety program each year, \$2 million shall be available only to ensure compliance with Chapter 43 of Title 46, U.S. Code—Recreational Vessels. On September 29, 2005, the Sportfishing and Recreational Boating Safety Amendments Act of 2005 was enacted (Pub. L. 109-74; 119 Stat. 2031). This Act increased the funds available to the national recreational boating safety program from \$5 million to \$5.5 million annually, and stated that “not less than” \$2 million shall be available only to ensure compliance with Chapter 43 of Title 46, U.S. Code—Recreational Vessels.

The responsibility to administer these funds was delegated to the Commandant of the United States Coast Guard. Subsection (c) of section 7405 of the Act directs that no funds available to the Secretary under this subsection may be

used to replace funding traditionally provided through general appropriations, nor for any purposes except those purposes authorized; namely, for personnel and activities directly related to coordinating and carrying out the national recreational boating safety program. Amounts made available each fiscal year from 1999 through 2008 shall remain available until expended.

Use of these funds requires compliance with standard Federal contracting rules with associated lead and processing times resulting in a lag time between available funds and spending. The total amount of funding transferred to the Coast Guard from the Sport Fish Restoration and Boating Trust Fund and committed, obligated, and/or expended during fiscal year 2008 for each activity is shown below.

*Factory Visit Program:* Funding was provided to continue the national recreational boat factory visit program, initiated in January 2001. The factory visit program currently allows contractor personnel, acting on behalf of the Coast Guard, to visit 2,000 recreational boat manufacturers each year to either inspect for compliance with Federal regulations, communicate with the manufacturers as to why they need to comply with Federal regulations, or educate them, as necessary, on how to comply with Federal regulations. (\$2,306,062).

*Radar Reflective Gelcoat Testing:* Funding was provided to Carderock Naval Surface Warfare Center to test and evaluate a newly developed coating that, when properly applied to fiberglass, should greatly increase the radar reflectivity of the fiberglass. If the test results prove positive, applying the radar reflective coating to fiberglass recreational boats would greatly increase the ability to detect these vessels using radar which would improve boating safety, would improve the ability to find boats in distress, would improve navigability of multiuse waterways, and would improve the ability to maintain security zones. (\$58,000).

*New Recreational Boating Safety Associated Travel:* Travel by employees of the Boating Safety Division was performed to carry out additional recreational boating safety actions and to gather background and planning information for new recreational boating safety initiatives. (\$10,469).

*Boating Accident News Clipping Service:* Funding was provided to continue to gather daily news stories of recreational boating accidents nationally for more real time accident information and to identify accidents that may

involve regulatory non-compliances or safety defects. (\$34,100).

*Accident Investigation Tiger Team:* Funding was provided to continue to provide on-call expert accident investigative services for any boating accident that appeared to involve a regulatory non-compliance or safety defect. (\$104,120).

*Web-Based Document Management System:* Funding was provided to continue to provide a Web-based document management system to better enable the handling of thousands of recreational boating recall case and campaign reports. (\$54,078).

*Recreational Boating Safety (RBS) Outreach Program:* Funding was provided for this program which provides full marketing, media, public information, and program strategy support to the nation-wide RBS effort. The goal is to coordinate the RBS outreach initiatives and campaigns some of which include: National Boating Under the Influence Campaign (BUI), “You’re in Command. Boat Responsibly!”, PFD Wear, Vessel Safety Check Program (VSC), Boating Safety Education Courses, Propeller Strike Avoidance, Carbon Monoxide Poisoning, and other recreational boating safety issues on an as needed basis. (\$865,875).

*Boating Accident Report Database (BARD) Web System:* BARD Web System funding enables reporting authorities in the 50 States, five U.S. Territories, and the District of Columbia to manage their accident reports electronically over a secure Internet environment. The system also enables the user community to generate statistical reports that show the frequency, nature, and severity of boating accidents. FY 08 funds supported system maintenance, development, and technical (hotline) support. (\$462,586).

*Personnel Support:* Funding was provided for personnel to support the development of new regulations, to support new contracting activities associated with the additional funding, and to monitor and manage the contracts awarded. (\$689,521).

*Reimbursable Salaries:* Funding was provided to carry out the work as prescribed in 46 U.S.C. 13106(c) and as described herein. The first function was that of a professional mathematician/statistician to conduct necessary national surveys and studies as well as to serve as a liaison to other Federal agencies that are conducting boating surveys so that we can pool our resources and reduce costs. The second function was that of Outreach coordinator for special RBS campaigns with responsibility of overseeing and

managing all RBS related projects in support of 'surge campaigns' for such elements as: Carbon monoxide poisoning, boating under the influence of alcohol or drugs, operation BoatSmart, etc. (\$274,696).

Of the \$5.5 million made available to the Coast Guard in fiscal year 2008, \$2,854,920 has been committed, obligated, or expended and an additional \$2,004,587 of prior fiscal year funds have been committed, obligated or expended, as of September 30, 2008. Approximately \$8.8 million has not been committed, obligated, or expended from previous years, and is being reserved for a multi-year national boating survey.

Publication of this notice in the **Federal Register** satisfies the requirements of 46 U.S.C. 13107(c)(4). The Coast Guard has also submitted a copy of this notice for publication on <http://www.Grants.gov>.

Dated: March 11, 2009.

**J.A. Watson,**

*Rear Admiral, U.S. Coast Guard, Director of Prevention Policy.*

[FR Doc. E9-6807 Filed 3-25-09; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF HOMELAND SECURITY

### Transportation Security Administration

[Docket No. TSA-2002-11602]

#### Intent To Request Renewal From OMB of One Current Public Collection of Information: Security Programs for Foreign Air Carriers

**AGENCY:** Transportation Security Administration, DHS.

**ACTION:** 60 day reinstatement notice.

**SUMMARY:** The Transportation Security Administration (TSA) invites public comment on one currently approved Information Collection Request (ICR), Office of Management and Budget (OMB) control number 1652-0005. The ICR, which is abstracted below, will be submitted to OMB for reinstatement in compliance with the Paperwork Reduction Act. The ICR describes the nature of the information collection and its expected burden. This information collection is mandatory for foreign air carriers and must be submitted prior to entry into the United States.

**DATES:** Send your comments by May 26, 2009.

**ADDRESSES:** Comments may be mailed or delivered to Ginger LeMay, PRA Officer, Office of Information Technology, Transportation Security

Administration, 601 South 12th Street, Arlington, VA 20598-6011.

#### FOR FURTHER INFORMATION CONTACT:

Ginger LeMay, PRA Officer, Office of Information Technology, TSA-11, Transportation Security Administration, 601 South 12th Street, Arlington, VA 20598-6011; telephone (571) 227-3616; e-mail: [ginger.lemay@dhs.gov](mailto:ginger.lemay@dhs.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. The ICR documentation is available at <http://www.reginfo.gov>. Therefore, in preparation for OMB review and approval of the following information collection, TSA is soliciting comments to—

(1) Evaluate whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) Evaluate the accuracy of the agency's estimate of the burden;

(3) Enhance the quality, utility, and clarity of the information to be collected; and

(4) Minimize the burden of the collection of information on those who are to respond, including using appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

##### Information Collection Requirement

1652-0005; *Security Programs for Foreign Air Carriers, 49 CFR Part 1546.* TSA uses the information collected to determine compliance with 49 CFR part 1546 and to ensure passenger safety by monitoring foreign air carrier security procedures. Foreign air carriers must carry out security measures to protect persons and property against acts of criminal violence, aircraft piracy, and terrorist activities. This information collection is mandatory for foreign air carriers and must be submitted prior to entry into the United States.

The information TSA collects includes identifying information on foreign air carriers' flight crews and passengers. Specifically, TSA requires foreign air carriers to submit the following information: (1) A master crew list of all flight and cabin crew members flying to and from the United States; (2) the flight crew list on a flight-by-flight basis; (3) passenger information on a flight-by-flight basis;

and (4) total amount of cargo screened, including cargo screened at 100 percent and cargo screened at 50 percent.

Foreign air carriers are required to provide this information via electronic means. Foreign air carriers with limited electronic systems may need to modify their current systems or generate a new computer system in order to submit the requested information. Additionally, foreign air carriers must maintain these records as well as training records for crew members and individuals performing security-related functions, and make them available to TSA for inspection upon request.

Foreign air carriers must conduct a comparison of their passenger names against the TSA-issued watch lists and report passengers who have been confirmed as a match to the TSA watch lists. TSA will continue to collect information to determine foreign air carrier compliance with other requirements of 49 CFR part 1546.

TSA estimates that there will be approximately 252 respondents to the information collection, with an annual burden estimate of 747,462 hours.

Issued in Arlington, Virginia, on March 20, 2009.

**Ginger LeMay,**

*Paperwork Reduction Act Officer, Office of Information Technology.*

[FR Doc. E9-6682 Filed 3-25-09; 8:45 am]

**BILLING CODE 9110-05-P**

## DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. FR-5285-N-07]

#### Notice of Proposed Information Collection: Comment Request; Insurance Termination Request for Multifamily Mortgage

**AGENCY:** Office of the Assistant Secretary for Housing—Federal Housing Commissioner, HUD.

**ACTION:** Notice.

**SUMMARY:** The proposed information collection requirement described below will be submitted to the Office of Management and Budget (OMB) for review, as required by the Paperwork Reduction Act. The Department is soliciting public comments on the subject proposal.

**DATES:** *Comments Due Date:* May 26, 2009.

**ADDRESSES:** Interested persons are invited to submit comments regarding this proposal. Comments should refer to the proposal by name and/or OMB Control Number and should be sent to: