

14 Code of Federal Regulations (14 CFR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of 14 CFR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of 14 CFR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in 14 CFR part 150, § 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Seattle Airports District Office in Seattle, Washington. Portland International Airport submitted to the FAA on December 6, 2006, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility

planning study conducted from 2001 through 2006. The Portland International Airport noise exposure maps were determined 2001 through 2006. The Portland International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on December 13, 2006. Notice of this determination was published in the **Federal Register** on December 20, 2006 (FR Volume 71, Number 244, pages 76420–76421).

The Portland International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 47504 of the Act. The FAA began its review of the program on December 13, 2006, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained ten noise abatement measures, nine noise mitigation/land use compatibility measures, and eight administrative recommendations. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective June 7, 2007.

Outright approval was granted for 24 specific program elements. Pursuant to 49 U.S.C. 47504(b), no action was required for Noise Abatement Recommendation 8—Reduced Use of Reverse Thrust on Landing. Noise Mitigation Recommendation 10—Floating Home Sound Proofing was disapproved. The measure was disapproved because FAA is not aware of any published studies on the feasibility of sound attenuating floating homes, and Part 150 is not intended as a means to undertake new research. Administrative Measure 20—Propeller Retrofits was also disapproved because this measure called for the exploration of quiet technology and Part 150 is not intended as a means to undertake new research. Noise Mitigation Measure 12—Investigate Possible Solutions to Reduce Noise Exposure for Residents of Mobile Homes was removed from further consideration by the Port of Portland. Noise Mitigation Measure 18—Noise Disclosures for Prospective Purchasers

at or above the 55 DNL Noise Contour was also removed from further consideration by the Port of Portland.

These determinations are set forth, in detail, in a Record of Approval signed by the Airports Division Manager, Northwest Mountain Region on June 7, 2007. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, including response to public comments, are available for review at the FAA office listed above and at the administrative offices of the Portland International Airport. The Record of Approval also will be available on-line at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

Issued in Renton, Washington on June 11, 2007.

**Donna P. Taylor,**

*Manager, Airports Division, Northwest Mountain Region.*

[FR Doc. 07–3070 Filed 6–22–07; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request To Release Airport Property at the Pueblo Memorial Airport, Pueblo, CO

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of request to release airport property

**SUMMARY:** The FAA proposes to rule and invite public comment on the release of land at the Pueblo Memorial Airport under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21)

**DATES:** Comments must be received on or before July 25, 2007.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Mr. Craig A. Sparks, Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Denver Airports District Office, 26805 E. 68th Ave., Suite 224, Denver, Colorado 80249.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jerry Brienza, Airport Manager of Operations and Maintenance, Pueblo Memorial Airport, 31201 Bryan Circle, Pueblo, Colorado 81001.

**FOR FURTHER INFORMATION CONTACT:** Mr. Chris Schaffer, Project Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division,

Denver Airports District Office, 26805 E. 68th Ave., Suite 224, Denver, Colorado 80249.

The request to release property may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release property at the Pueblo Memorial Airport under the provisions of the AIR 21.

On May 30, 2007, the FAA determined that the request to release property at the Pueblo Memorial Airport submitted by the City of Pueblo, Colorado met the procedural requirements of the Federal Aviation Regulations, Part 155. The FAA may approve the request, in whole or in part, no later than July 27, 2007.

The following is a brief overview of the request:

The Pueblo Memorial Airport requests the release of 18.69 acres of non-aeronautical airport property, otherwise known as lot 8 of the Pueblo Memorial Industrial Park Subdivision, to the City of Pueblo, Colorado. The purpose of this release is to allow the City to sell the subject land that no longer serves any aeronautical purpose at the airport. The sale of this parcel will provide funds for airport improvements.

Any person may inspect the request by appointment at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, inspect the application, notice and other documents germane to the application in person at the Pueblo Memorial Airport, 31201 Bryan Circle, Pueblo, Colorado 81001.

Issued in Denver, Colorado on June 25, 2007.

**Craig A. Sparks,**

*Manager, Denver Airports District Office.*

[FR Doc. 07-3071 Filed 6-22-07; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Surface Transportation Environment and Planning Cooperative Research Program (STEP)

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice.

**SUMMARY:** Section 5207 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the Surface Transportation Environment and Planning Cooperative Research

Program (STEP). The general objective of the STEP is to improve understanding of the complex relationship between surface transportation, planning and the environment. SAFETEA-LU provides \$16.875 million per year for fiscal years (FY) 2006–2009 to implement this new cooperative research program. STEP is the primary source of funds to conduct all Federal Highway Administration (FHWA) research on planning and environmental issues. In addition, Congress mandated several special studies and STEP will be the funding source for those projects. STEP will also address priorities identified in the U.S. Department of Transportation Research and Development Strategic Plan (section 508 of title 23 U.S.C.) including those related to highway safety benefits and congestion reduction.

The purpose of this notice is to announce revisions to the STEP implementation strategy for FY 2008 and to request suggested lines of research for the FY 2008 STEP via the STEP Web site at <http://www.fhwa.dot.gov/hep/step/index.htm>.

**DATES:** Suggestions for lines of research should be submitted to the STEP Web site on or before August 24, 2007.

**FOR FURTHER INFORMATION CONTACT:** Felicia Young, Office of Interstate and Border Planning, (202) 366–1263, [Felicia.young@fhwa.dot.gov](mailto:Felicia.young@fhwa.dot.gov); or Grace Reidy, Office of the Chief Counsel, (202) 366–6226; Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of this notice may be downloaded from the Office of the Federal Register's home page at <http://www.archives.gov> and the Government Printing Office's Web site at <http://www.access.gpo.gov>.

##### Background

Section 5207 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109–59, Aug. 10, 2005), established the Surface Transportation Environment and Planning Cooperative Research Program. STEP is a new cooperative research program for environment and planning research created in section 507 of Title 23, United States Code, Highways (23 U.S.C. 507). The general objective of the STEP is to improve understanding of the complex relationship between surface transportation, planning, and the environment.

Congestion reduction is an important element of the STEP. Transportation system congestion is one of the single largest threats to U.S. economic prosperity and the American way of life. In response to the challenges of congestion, in May 2006, the U.S. Department of Transportation (DOT) established the National Strategy to Reduce Congestion on America's Transportation Network (the "Congestion Initiative"). The Congestion Initiative is a bold and comprehensive national program to reduce congestion on the Nation's roads, rails, runways and waterways.

Traffic congestion affects virtually every aspect of peoples' lives—where people live, where they work, where they shop and how much they pay for goods and services. According to 2003 figures, in certain metropolitan areas the average rush hour driver loses as many as 93 hours per year to travel delay—equivalent to more than 2 weeks of work, amounting annually to a virtual "congestion tax" as high as \$1,598 per traveler in wasted time and fuel.<sup>1</sup> Nationwide, congestion imposes costs on the economy of over \$65 billion per year,<sup>2</sup> a figure that has more than doubled since 1993, and that would be even higher if it accounted for the significant cost of unreliability to drivers and businesses, the environmental impacts of idle related auto emissions, or increase gasoline prices.

The STEP directly addresses congestion reduction efforts as part of the Planning Focus Area. Other STEP emphasis areas include goals and objectives that relate to congestion reduction. These include: Congestion; Air Quality and Global Climate Change, Bicycle/Pedestrian and Health, Environmental Streamlining/Stewardship; U.S./Canada and U.S. Mexico Border Planning; Safety Planning; Freight Planning; Travel Modeling, etc. In addition, STEP outreach efforts continue to seek partnerships that can leverage limited research funding with other stakeholders and partners in order to increase the total amount of funding available to meet the Nation's surface transportation research needs including congestion reduction.

SAFETEA-LU provides \$16.875 million per year for FY 2006–2009 to implement this new cooperative research program. Due to obligation

<sup>1</sup> Texas Transportation Institute (TTI), 2005 Urban Mobility Report, May 2005 ([http://ttitamu.edu/documents/mobility\\_report\\_2005.pdf](http://ttitamu.edu/documents/mobility_report_2005.pdf)), Tables 1 and 2.

<sup>2</sup> TTI, 2005 Urban Mobility Report, p. 1.