

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Pellston Regional Airport.

Issued in Des Plaines, Illinois on January 18, 2005.

Elliott Black,

Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 05-1472 Filed 1-26-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: St. Clair County, MI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed improvements to the United States Port of Entry plaza for the Blue Water Bridge in St. Clair County, Michigan.

FOR FURTHER INFORMATION CONTACT: Mr. James Kirschensteiner, Assistant Division Administrator, Federal Highway Administration, 315 W. Allegan Street, Room 201, Lansing, Michigan 48933, telephone: (517) 702-1835.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the Michigan Department of Transportation (MDOT) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for potential improvements to the United States Border Plaza at the Blue Water Bridge. Invitations are being sent to other Federal agencies to become cooperating agencies in the development of the environmental impact statement for the subject project.

The Blue Water Bridge is a major passenger and commercial border crossing between the United States and Canada and is the termination point for I-94/I-69 in the United States and for Highway 402 in Canada. MDOT owns and operates the Blue Water Bridge in conjunction with the Canadian Blue Water Bridge Authority (BWBA). MDOT also owns and operates the Blue Water Bridge Border Plaza. Several agencies of the Department of Homeland Security (DHS) operate on the United States Plaza. These agencies are responsible for inspecting vehicles, goods, and people entering the United States and include: the Bureau of Customs and Border Protection (CBP), the United States

Department of Agriculture (USDA), and the Food and Drug Administration (FDA). The inspection agencies lease facilities on the United States Plaza from MDOT through the General Services Administration (GSA), which serves as the Federal-leasing agent. MDOT collects tolls from vehicles departing the United States for Canada on the plaza.

The study area is located within the City of Port Huron and Port Huron Township. The study area consists of approximately 30 blocks (195 acres) of urban land use surrounding the existing plaza and ramps, and its extends to the west along I-94/I-69 for approximately 2.2 miles. The study areas includes the existing plaza, the Black River Bridge, the Water Street interchange, and locations for off-site inspection facilities, located north of I-94/I-69 and west of the Water Street interchange.

In September 2002, this project started as an Environmental Assessment (EA) and has proceeded through the scoping phase, Purpose and Need documentation, and alternatives development. Two resource agency meetings and three public information meetings were held during this time. As a result of identified potentially significant impacts, FHWA and MDOT have concluded that an Environmental Impact Statement should be completed.

A range of plaza and transportation improvement alternatives will be analyzed within the recommended study area. Reasonable alternatives under consideration include: (1) Taking no-action, (2) expanding the existing plaza location in the City of Port Huron, and (3) Relocating the major plaza functions to off-site plaza location in Port Huron township.

Agencies and citizen involvement will continue to be solicited throughout this process. A public meeting and a public hearing will be held on the Draft Environmental Impact Statement (DEIS). Public notice will be given of the time and place of the hearing. The DEIS 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 of questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on

Federal programs and activities apply to this program.)

Issued on: January 12, 2005.

James J. Steele,

Division Administrator, Lansing, Michigan.

[FR Doc. 05-1556 Filed 1-26-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms, and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

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

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 August, 11, 2004, Volume 69, Number 154, page numbers 48906 and 48907.

This document describes two collections of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be submitted on or before February 28, 2005.

FOR FURTHER INFORMATION CONTACT: Michael J. Jordan, National Highway Traffic Safety Administration (NVS-216), 400 Seventh Street, SW., (Room 2318), Washington, DC 20590. Mr. Jordan's telephone number is (202) 493-0576.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: Voluntary Child Safety Seat Registration Form.

OMB Control Number: 2127-0576.

Type of Request: Renewal of an Existing Collection of Information.

Abstract: Chapter 301 of Title 49 of the United States provides that if either NHTSA or a manufacturer determines that motor vehicles or items of motor vehicle equipment contain a defect that relates to motor vehicle safety or fail to comply with an applicable Federal Motor Vehicle Safety Standard, the manufacturer must notify owners and purchasers of the defect or noncompliance and must provide a

remedy without charge. Pursuant to 49 CFR Part 577, defect and noncompliance notification for equipment items, including child restraint systems (CRS), must be sent by first class mail to the most recent purchaser known to the manufacturer. To increase the likelihood that CRS manufacturers will be aware of the identity of purchasers, NHTSA adopted S5.8 of Federal Motor Vehicle Safety Standard No. 213, to require manufacturers to include a postage-paid form with each CRS so the purchaser can register with the manufacturer. In addition to the registration form supplied by the manufacturer, NHTSA has implemented a CRS registration system to assist those individuals who have either lost the registration form that came with the CRS or purchased a previously owned CRS. In the absence of a registration system, many owners of child passenger safety seats would not be notified of safety defects and noncompliance issues, and would not have the defects and noncompliance issues remedied, because the manufacturer would not be aware of their identities.

Affected Public: Individuals and Households.

Estimated Total Annual Burden: 567 hours.

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 burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued on: January 19, 2005.

Kenneth N. Weinstein,

Associate Administrator for Enforcement.
[FR Doc. 05–1466 Filed 1–26–05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2005–20132]

Federal Motor Vehicle Safety Standards; Lives Saved by the Federal Motor Vehicle Safety Standards and Their Costs; Technical Reports

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

ACTION: Request for comments on technical reports.

SUMMARY: This notice announces NHTSA's publication of three technical reports estimating how many lives have been saved by vehicle safety technologies meeting the Federal Motor Vehicle Safety Standards, and their costs. The reports' titles are: *Lives Saved by the Federal Motor Vehicle Safety Standards and Other Vehicle Safety Technologies, 1960–2002*, *Passenger Cars and Light Trucks; Cost and Weight Added by the Federal Motor Vehicle Safety Standards for Model Years 1968–2001 in Passenger Cars and Light Trucks*; and *Cost Per Life Saved by the Federal Motor Vehicle Safety Standards*.

DATES: Comments must be received no later than May 27, 2005.

ADDRESSES: *Report:* The entire reports are available on the Internet for viewing on line in PDF format, and their summaries in HTML format at <http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate>. You may also obtain copies of the reports free of charge by sending a self-addressed mailing label to Charles Kahane (NPO–131), National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

Comments: You may submit comments (identified by DOT DMS Docket Number NHTSA–2005–20132) 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, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–001.

- Hand Delivery: Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the

online instructions for submitting comments.

You may call Docket Management at (202) 366–9324 and visit the Docket from 10 a.m. to 5 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT:

Charles Kahane, Chief, Evaluation Division, NPO–131, National Center for Statistics and Analysis, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366–2560. Fax: (202) 366–2559. E-mail: ckahane@nhtsa.dot.gov.

For information about NHTSA's evaluations of the effectiveness of existing regulations and programs: Visit the NHTSA Web site at <http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate>.

SUPPLEMENTARY INFORMATION: NHTSA

began to evaluate the effectiveness of its Federal Motor Vehicle Safety Standards (FMVSS) in 1975. By October 2004, NHTSA had evaluated the effectiveness of virtually all the life-saving technologies introduced in passenger cars or in light trucks (including pickup trucks, sport utility vehicles and vans) from about 1960 up through the later 1990's. A statistical model estimates the number of lives saved from 1960 to 2002 by the combination of these life-saving technologies. Fatality Analysis Reporting System (FARS) data for 1975–2002 document the actual crash fatalities in vehicles that, especially in recent years, include many safety technologies. Using NHTSA's published effectiveness estimates, the model estimates how many people would have died if the vehicles had not been equipped with any of the safety technologies. In addition to equipment meeting specific FMVSS, the model tallies lives saved by installations in advance of the FMVSS, back to 1960, and by non-compulsory improvements, such as the redesign of mid and lower instrument panels. FARS data have been available since 1975, but an extension of the model allows estimates of lives saved in 1960–1974.

Vehicle safety technologies saved an estimated 328,551 lives from 1960 through 2002. The annual number of lives saved grew quite steadily from 115 in 1960, when a small number of people used lap belts, to 24,561 in 2002, when most cars and light trucks were equipped with numerous modern safety technologies and belt use on the road achieved 75 percent.

NHTSA likewise began to evaluate the cost of the FMVSS in 1975. Detailed engineering “teardown” analyses for representative samples of vehicles