

Federal agency actions on the highway project will be barred unless the claim is filed on or before April 28, 2008. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:**

Clarence W. Coleman, P. E., Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Ste 410, Raleigh, North Carolina, 27601-1418; Telephone: (919) 856-4350 extension 133; e-mail: [clarence.coleman@fhwa.dot.gov](mailto:clarence.coleman@fhwa.dot.gov). FHWA North Carolina Division Office's normal business hours are 8 a.m. to 5 p.m. (Eastern Time). You may also contact Gregory J. Thorpe, Ph.D., Project Development and Environmental Analysis Branch Manager, North Carolina Department of Transportation (NCDOT), 1 South Wilmington Street (Delivery), 1548 Mail Service Center, Raleigh, North Carolina 27699-1548; Telephone (919) 733-3141, [gthorpe@dot.state.nc.us](mailto:gthorpe@dot.state.nc.us). NCDOT—Project Development and Environmental Analysis Branch Office's normal business hours are 8 a.m. to 5 p.m. (Eastern Time).

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the FHWA and other Federal agencies have taken final agency actions by issuing licenses, permits, and approvals for the following highway project in the State of North Carolina: Wilmington Bypass, Federal Aid No. STPNHF-17(1), New Hanover and Brunswick Counties, North Carolina. The proposed action will construct 12.9 miles of a four-lane facility on new location from U.S. 17 to U.S. 421 in Wilmington, North Carolina. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final Environmental Impact Statement (FEIS) for the project, approved on April 17, 2007, in the FHWA Record of Decision (ROD) issued on October 18, 2007, and in other documents in the FHWA administrative record. The FEIS, ROD, and other documents in the FHWA administrative record file are available by contacting the FHWA or NCDOT at the addresses provided above. The FHWA FEIS and ROD can be viewed at the NCDOT—Project Development and Environmental Analysis Branch, 1 South Wilmington Street, Raleigh, North Carolina; NCDOT—Division 3 Construction Engineers Office, 124 Division Drive, Wilmington, North Carolina and the Wilmington MPO Office, 305 Chestnut Street, Floor 4, Wilmington, North Carolina.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. *General:* National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4351]; Federal-Aid Highway Act [23 U.S.C. 109].
2. *Air:* Clean Air Act [42 U.S.C. 7401-7671(q)].
3. *Land:* Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].
4. *Wildlife:* Endangered Species Act [16 U.S.C. 1531-1544 and Section 1536], Marine Mammal Protection Act [16 U.S.C. 1361], Anadromous Fish Conservation Act [16 U.S.C. 757(a)-757(g)], Fish and Wildlife Coordination Act [16 U.S.C. 661-667(d)], Migratory Bird Treaty Act [16 U.S.C. 703-712], Magnuson-Stevenson Fishery Conservation and Management Act of 1976, as amended [16 U.S.C. 1801 *et seq.*].
5. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)-11]; Archeological and Historic Preservation Act [16 U.S.C. 469-469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001-3013].
6. *Social and Economic:* Civil Rights Act of 1964 [42 U.S.C. 2000(d)-2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201-4209].
7. *Wetlands and Water Resources:* Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601-4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)-300(j)(6)]; Wild and Scenic Rivers Act [16 U.S.C. 1271-1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA-21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001-4128].
8. *Hazardous Materials:* Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) [42 U.S.C. 9601-9675]; Superfund Amendments and Reauthorization Act of 1986 (SARA); Resource Conservation and Recovery Act (RCRA) [42 U.S.C. 6901-6992(k)].
9. *Executive Orders:* E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income

Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**Authority:** 23 U.S.C. 139 (I)(1).

Issued on: October 23, 2007.

**Clarence W. Coleman,**

*Operations Engineer, Raleigh, North Carolina.*  
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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, DOT.

**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 June 21, 2007 [72 FR 34348].

**DATES:** Comments must be submitted on or before November 28, 2007.

**FOR FURTHER INFORMATION CONTACT:** Ms. Deborah Mazyck at the National Highway Traffic Safety Administration, Office of International Policy, Fuel Economy and Consumer Programs, 1200 New Jersey Avenue, SE., West Building, Room W43-443, Washington, DC 20590. Ms. Mazyck's telephone number is (202-366-4139).

**SUPPLEMENTARY INFORMATION:**

### National Highway Traffic Safety Administration

*Title:* 49 CFR Part 583-Automobile Parts Content Labeling.

*OMB Number:* 2127-0573.

*Type of Request:* Request for public comment on a previously approved collection of information.

*Abstract:* Part 583 establishes requirements for the disclosure of information relating to the countries of origin of the equipment of new passenger motor vehicles. This information will be used by NHTSA to determine whether manufacturers are complying with the American Automobile Labeling Act (49 U.S.C. 32304). The American Automobile Labeling Act requires all new passenger motor vehicles (including passenger cars, certain small buses, all light trucks and multipurpose passenger vehicles with a gross vehicle weight rating of 8,500 pounds or less), to bear labels providing information about domestic and foreign content of their equipment. With the affixed label on the new passenger motor vehicles, it serves as an aid to potential purchasers in the selection of new passenger motor vehicles by providing them with information about the value of the U.S. Canadian and foreign parts of each vehicle, the countries of origin of the engine and transmission, and the site of the vehicle's final assembly.

NHTSA anticipates approximately 22 vehicle manufacturers will be affected by these reporting requirements. NHTSA does not believe that any of these 22 manufacturers are a small business (*i.e.*, one that employs less than 500 persons) since each manufacturer employs more than 500 persons. Manufacturers of new passenger motor vehicles, including passenger cars, certain small buses, and light trucks with a gross vehicle weight rating of 8,500 pounds or less, must file a report annually.

*Affected Public:* Vehicle manufacturers.

*Estimated Total Annual Burden:* NHTSA estimates that the vehicle manufacturers will incur a total annual reporting hour and cost burden of 2,522 hours and \$2,467,300. The amount includes annual burden hours incurred by multi-stage manufacturers and motor vehicle equipment suppliers.

There is an increase in the annual reporting and recordkeeping hour burden from 47,918 to 55,484 because the number of respondents increased from 20 to 22. There is an increase in annual reporting and recordkeeping cost burden from 2,130,850 to 2,467,300 because there will be more responses. The hour burden and cost burden published in the **Federal Register** are different due to errors in the preliminary information provided.

**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 Departments 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. A comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued on: October 22, 2007.

**Stephen R. Kratzke,**

*Associate Administrator for Rulemaking.*

[FR Doc. E7-21141 Filed 10-26-07; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-1003X]

#### Mohall Central Railroad, Inc.— Abandonment Exemption—in Nelson, Ramsey, and Cavalier Counties, ND

Mohall Central Railroad, Inc. (MCR), has filed a notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments* to abandon a 44.44-mile rail line (the Line),<sup>1</sup> extending from

<sup>1</sup> In its verified notice of exemption filed under STB Finance Docket No. 34759, *Mohall Central Railroad, Inc.—Acquisition and Operation Exemption—Rail Line of BNSF Railway Company*, MCR stated that, pursuant to an operating agreement between it and Northern Plains Railroad, Inc. (NPR), NPR would operate a 69.15-mile rail line, which includes the 44.44-mile Line, and that a track connection between NPR and the acquired line would be constructed. In *Mohall Central Railroad, Inc.—Acquisition and Operation Exemption—Rail Line of BNSF Railway Company*, STB Finance Docket No. 34759 (STB served Oct. 25, 2005) (*Mohall Central*), NPR was informed that it would need to file a request for operating authority prior to commencing operations over the line and obtain construction authority under 49 U.S.C. 10901 before building connecting track. In *Northern Plains Railroad, Inc.—Operation Exemption—Rail Line of Mohall Central Railroad, Inc.*, STB Finance Docket No. 34780 (STB served Dec. 29, 2005), NPR filed a notice of exemption to operate the line. The exemption became effective on January 28, 2006. Generally, NPR would be required to obtain discontinuance authority before MCR could abandon the Line at issue here. However, MCR provides, in its verified notice in this proceeding, a date of last service over the Line that is prior to the date that NPR obtained operating authority, which suggests that NPR never began service over

milepost 3.75, approximately 3.75 miles north of Lakota, to milepost 48.19, approximately 4.0 miles south of Munich, in Nelson, Ramsey, and Cavalier Counties, ND.<sup>2</sup> The line traverses United States Postal Service Zip Codes 58321, 58330, 58338, 58344, 58345, and 58352.

MCR has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line that would have to be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on November 28, 2007, unless stayed pending reconsideration. Petitions to stay that do not involve environmental

the Line. Therefore, because operating authority is permissive, and NPR did not appear to begin service, MCR does not need NPR to obtain discontinuance authority before MCR seeks abandonment here.

<sup>2</sup> Pursuant to section 402 of the Department of Transportation and Related Agencies Appropriation Act of 1982 (Pub. L. No. 97-102, 95 Stat. 1442, 1465), the Burlington Northern Railroad Company (BN) and its successors in interest, including BNSF Railway Company (BNSF), generally are prohibited from abandoning in excess of 350 miles of rail line in North Dakota, a mileage total that has already been reached. This limitation also applies to third-party purchasers of BNSF rail lines that are subject to the limitation. Because MCR purchased the Line from BNSF, the Line normally would be subject to the 350-mile limitation. See *Mohall Central*. However, Congress amended section 402 in the Department of Transportation and Related Agencies Appropriations Act, 1992, Pub. L. 102-143, section 343, 105 Stat. 917, 948 (1991), narrowing the restriction on processing BNSF (or third-party purchasers of BNSF rail lines) abandonment applications so that the 350-mile limitation no longer applies to exemptions for out-of-service rail lines under 49 CFR 1152.50 in North Dakota.