

Fifth Street, Vancouver, Washington 98661. Telephone: (360) 619-7700 E-mail: Terri.Thomas@fhwa.dot.gov.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the U.S. Forest Service (FS) and the Montana Department of Transportation (MDT), will prepare an Environmental Impact Statement (EIS) on a proposal to improve the Thompson River Road on the Lolo National Forest from the junction with Montana State Road (SR) 200, four miles east of the town of Thompson Falls, to the junction with US Highway 2, approximately 40 miles west of Kalispell, MT. The project would provide safe, convenient, and efficient travel to and through national forest lands for current and future users. Besides improving access to national forest resources and recreational opportunities and to the Thompson River corridor within private timber lands, the improved road would correct current water quality problems caused by existing gravel roads. The project includes upgrading approximately 43 miles of road and eliminating many miles of nearby private and public gravel roads within the corridor.

Alternatives for improving travel on this road corridor are being developed. Besides the "no build" alternative, two or more build alternatives are being considered. These are more concepts than specifics, but they consist of:

1. Minor widening, straightening, and rehabilitation of the existing Thompson River Road to achieve a consistent, but minimal two-lane gravel road. Bridges would be widened or replaced to accommodate double lanes. Moderate sediment reduction to the nearby river would be achieved, but some maintenance and instability issues would remain.

2. The road would be widened, straightened, reconstructed and paved to meet national "collector" road standards. Major segments of the road would be realigned to follow the already improved private roads in the area. Miles of existing gravel road would be obliterated and substantial water quality improvements would be realized.

3. Other combinations of upgrading segments of the Thompson River Road and connecting them to improved portions of nearby private roads will be considered.

The Thompson River Road corridor passes through important forested areas that are habitat to various wildlife and fish species including Federally listed threatened and endangered species such as the gray wolf, grizzly bear, Canada lynx and Bull Trout. In addition, the area is of cultural importance for Native

Americans. Special studies will be conducted to ensure any impacts to these resources are kept to a minimum.

Announcements describing the proposed action and soliciting comments will be sent to the appropriate Federal, state and local agencies. Announcements will also be sent to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public scoping meetings will be held in the spring of 2003 in the communities of Thompson Falls and Libby, Montana. Public notices will be issued to provide the times and places of these meetings.

It is important that the full range of issues related to this proposed action be addressed and that all significant issues be identified. Therefore, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address and phone number 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.)

Dated: Issued on: November 4, 2002.

Ronald Carmichael,

Division Engineer, Western Federal Lands Highway Division, Vancouver, Washington.
[FR Doc. 02-30978 Filed 12-6-02; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2002-3512]

Reports, Forms, and Recordkeeping Requirements

ACTION: Request for public comment on proposed collections of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes a collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before February 7, 2003.

ADDRESSES: Comments must refer to the docket and notice numbers cited at the beginning of this notice and be submitted to the Docket Section, Room PL401, 400 Seventh Street, SW., Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided by referencing its OMB Clearance Number. It is requested, but not required, that 1 original plus 2 copies of the comments be provided. The Docket Section is open on weekdays from 9:30 a.m. to 4 p.m.

FOR FURTHER INFORMATION CONTACT:

Complete copies of each request for collection of information may be obtained at no charge from Mr. Glenn Karr, NHTSA, 400 Seventh Street, SW., Room 6124, Washington, DC 20590. Mr. Karr's telephone number is (202) 366-4800. Please identify the relevant collection of information by referring to its OMB Clearance Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

- (i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

- (ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

- (iii) How to enhance the quality, utility, and clarity of the information to be collected; and

- (iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comment on the following proposed collection of information:

National Driver Register Reporting and Inquiry Requirement for 23 CFR Part 1327

Type of Request—Extension of Clearance.

OMB Clearance Number—2127–0001.

Form Number—This collection of information uses no standard form.

Summary of the Collection of Information—Chapter 303 of Title 49, U.S.C. requires the Secretary of Transportation to establish and maintain a National Driver Register to assist chief driver licensing officials of participating states in exchanging information about the motor vehicle driving records of individuals. The chapter requires the chief driver licensing official of each participating state to submit a report to the Secretary of each individual who is denied a motor vehicle operator's license by that State for cause; whose motor vehicle operator's license is revoked, suspended, or cancelled by that State for cause; or who is convicted under the laws of that State of any of the following motor vehicle-related offenses or comparable offenses: (a) Operating a motor vehicle while under the influence of, or impaired by, alcohol or a controlled substance; (b) a traffic violation arising in connection with a fatal traffic accident, reckless driving, or racing on the highways; (c) failing to give aid or provide identification when involved in an accident resulting in death or personal injury; (d) perjury or knowingly making a false affidavit or statement to officials about activities governed by a law or regulation on the operation of a motor vehicle. It also requires the chief driver licensing official of each participating state to submit an inquiry to the NDR on all applicants for a motor vehicle operator's license, or for renewal of a license, before issuing a motor vehicle operator's license to the applicant. In addition, the Commercial Motor Vehicle Safety Act of 1986 requires the states to submit an inquiry to the NDR for each applicant for commercial driver's license. Respondents may submit the transactions interactively, which creates no burden for the respondent, or in batches which require some manual preparations.

Description of the need for the information and proposed use of the information—The purpose of the NDR, and thus this information collection activity, is to improve traffic safety by serving as a clearinghouse for State driver licensing officials to obtain driver record information about individuals applying for driver's licenses. It assists the driver licensing officials in making

the decision about whether to license an individual to operate a motor vehicle. Through amendments to the NDR statute, the activity also serves to prevent the certification of airline pilots, merchant mariners, and locomotive operators, and individuals from being employed as motor vehicle operators and pilots, if they are problem drivers.

The information will be used by NHTSA in exercising its statutory authority to operate the NDR. Without this information, states could issue licenses to individuals who are suspended or revoked in other states.

Description of Likely Respondents (including estimated number and proposed frequency of response to the collection of information)—The respondents are the 51 State driver licensing agencies, including the District of Columbia. Typically, information systems personnel process the reports and inquiries that are submitted to the NDR. The frequency of response for reports varies from daily to monthly. The frequency of response for inquiries is daily.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—The agency estimates the annual reporting burden for this year will be 1979 hours at a cost of \$29,225 for the 51 jurisdictions. The cost estimate is based on typical information systems employees' salaries and related expenses.

Authority: 49 U.S.C. 30304; delegation of authority at 49 CFR 1.50

Dated: November 19, 2002.

Raymond P. Owings,

Associate Administrator for Advanced Research and Analysis.

[FR Doc. 02–31043 Filed 12–6–02; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–33 (Sub-No. 197X)]

Union Pacific Railroad Company— Abandonment Exemption—in Santa Clara County, CA

On November 19, 2002, Union Pacific Railroad Company (UP) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a portion of the San Jose Industrial Lead from milepost 19.60 near Valbrick to milepost 22.45 near Cahill, a distance of 2.85 miles in Santa Clara County, CA. The line traverses U.S. Postal Service Zip Codes

95110, 95112, and 95125, and includes no stations.

The line does not contain federally granted rights-of-way. Any documentation in UP's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuing this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by March 7, 2003.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a \$1,100 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than December 30, 2002. Each trail use request must be accompanied by a \$150 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB–33 (Sub-No. 197X) and must be sent to: (1) Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423–0001; and (2) Mack H. Shumate, Jr., 101 North Wacker Drive, Room 1920, Chicago, IL 60606. Replies to the petition are due on or before December 30, 2002.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565–1592 or refer to the full abandonment and discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565–1552. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1–800–877–8339.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary), prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings