

two alignment alternatives separate. Alternative 1 proposes to align the future four-lane expressway to the east (or north) of the existing two-lane north/south highway. Alternative 2 would be aligned to the west (or south) of the existing two-lane highway.

Both route adoption alternatives would accommodate a future:

- 342 foot wide four-lane expressway with a 62 foot median and frontage roads on either one or both sides.
- Interchange to replace the Route 25/Route 156 at-grade intersection.
- Route 25/Route 101 interchange to replace and be located north of the existing interchange.

As well as:

- New bridges over Carnadero Creek and the Pajaro River.
- New overheads to cross over the Union Pacific Railroad Hollister branch line and the Union Pacific main line just east of US101.

Alternative A and Alternative B, the build alternatives, would extend 3.8 miles in San Benito County, from San Felipe Road (post mile 51.5) to just west of Hudner Lane (post mile 55.3). Unlike the route adoption alternatives, the build alternatives propose a realigned and widened at-grade intersection at Route 25 and Route 156 instead of an interchange. Both construction alternatives would transition back to the existing two-lane highway near Hudner Lane.

Alternative A would be constructed at the southeastern end of the Alternative 1 route adoption alignment. Direct access to the expressway would be available from San Felipe Road, Wright Road, Flynn Road, two new west-side frontage roads, SR 156, and one new east-side frontage road. An undercrossing at the Don Chapin gravel operation driveway would provide access to this otherwise landlocked parcel.

Alternative B would be constructed at the southeastern end of the Alternative 2 route adoption alignment. Direct access to the expressway would be available from San Felipe Road, Wright Road, Briggs Road, two new west-side frontage roads, SR 156, and one new east-side frontage road.

The No Action Alternative would result in no action being taken and no further improvements would be made to State Route 25 within the Route Adoption limits other than those already programmed/funded or under construction. Improvements at the San Felipe Road/State Route 25 intersection are currently under construction in 2008 as part of the Route 25 Hollister Bypass Project. It is anticipated that work will begin early in 2009 on the Route 25

Safety and Operations Enhancement Project and will be completed by early 2010. Work will begin just south of Hudner Lane (post mile 55.1) and end just south of the Union Pacific Railroad Crossing (post mile 60.0) in San Benito County. Roadway widening will consist of two–10' outside shoulders, two–12' traveled lanes, two–5' inside shoulders and placement of a temporary concrete median barrier. Rumble strips will be installed on all inside and outside shoulders. Hudner Lane and Shore Road intersections will be improved.

No Federal permits or approvals would be needed for either of the two route adoption alternatives or the two build alternatives. Future TIER II environmental documents for build projects proposed within the remaining segment of the route adoption alignment may require a section 404 permit from the U.S. Army Corps of Engineers; a section 7 Biological Opinion from the U.S. Fish and Wildlife Service; and a section 401 Permit from the Regional Water Quality Control Board.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. In addition, a newsletter will be mailed separately, and updated information will be available on the project Web site <http://www.dot.ca.gov/dist05/paffairs/hwy25widening/index.htm>.

A public scoping meeting will be held on April 3, 2008 from 4:30 to 6:30 p.m. at R. O. Hardin Elementary School in Hollister, California to provide additional opportunities for public input on the proposed project.

Public outreach for the proposed project and preparation of an Environmental Assessment (EA) was initiated in 2001. A Public Information Meeting was held in December 2003. In December 2007 Caltrans decided to prepare a Tier I EIS instead of an EA. This document type gives Caltrans the ability to both secure an adopted route (locational decision for planning purposes) and to propose a stand-alone construction project for a segment of the adopted route.

Significant impacts to farmland are anticipated.

The public hearing will be held during circulation of the environmental document, which is expected to occur in Fall 2008. A Public Notice will be issued to announce the time and place of the hearing. The TIER I draft EIS 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 or questions concerning this proposed action and the EIS should be directed to Caltrans at the address provided above.

(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.)

Issued on: March 25, 2008.

**Nancy Bobb,**

*Director, State Programs, Federal Highway Administration, Sacramento, California.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Reports, Forms, and Record Keeping Requirements

**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 October 2, 2007 (72 FR 56027). The agency received no comments.

**DATES:** Comments must be submitted on or before May 1, 2008.

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

**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, NVS 131, Washington, DC 20590. Ms. Mazyck's telephone number is (202)-366-4139.

**SUPPLEMENTARY INFORMATION:**

**National Highway Traffic Safety Administration**

*Title:* Consolidated Labeling Requirements for 49 CFR Parts 565, 541, and 567.

*OMB Number:* 2127-0510.

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

*Abstract:*

*Parts 565 and 567*

NHTSA's statute at 15 U.S.C. 1392, 1397, 1401, 1407, and 1412 of the National Traffic and Motor Vehicle Safety Act of 1966 authorizes the issuance of Federal Motor Vehicle Safety Standard (FMVSS) and the collection of data which support their implementation. The agency, in prescribing an FMVSS, is to consider available relevant motor vehicle safety data and to consult with other agencies as it deems appropriate. Further, the Act mandates, that in issuing any FMVSS, the agency should consider whether the standard is reasonable, practicable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed, and whether such standards will contribute to carrying out the purpose of the Act. The Secretary is authorized to revoke such rules and regulations as deemed necessary to carry out this subchapter. Using this authority, the agency issued the initial FMVSS No. 115, Vehicle Identification Number, specifying requirements for vehicle identification numbers to aid the agency in achieving many of its safety goals.

The standard was amended in August 1978 by extending its applicability to additional classes of motor vehicles and by specifying the use of a 30-year, 17-character Vehicle Identification Number (VIN) for worldwide use. The standard was amended in May 1983 by deleting portions of FMVSS No. 115 and reissuing those portions as a general

agency regulation, Part 565. Subsequently, the standard was amended again in June 1996 transferring the text of the FMVSS No. 115 to Part 565, without making any substantive changes to the VIN requirements as a result of the proposed consolidation. The provision of the Part 565 (amended) regulation requires vehicle manufacturers to assign a unique VIN to each new vehicle and to inform NHTSA of the code used in forming the VIN. These regulations apply to all vehicles: passenger cars, multipurpose passenger vehicles, trucks, buses, trailers, incomplete vehicles, and motorcycles.

NHTSA has proposed amendments to Part 565 to revise certain sections in order to extend the existing VIN system for another thirty years, and to ensure a sufficient supply of unique available VINs and manufacturer identifiers for that time period (72 FR 56027, October 2, 2007). The agency may require information to be provided in a slightly different way (e.g., vehicle make being transferred from the first to the second section of the VIN), the scope of the overall reporting requirement of Part 565 will not change. The agency does not anticipate an increase or decrease in the collection of information requirements if these proposals are adopted.

Part 567 specifies the content and location of, and other requirements for, the certification label or tag to be affixed to motor vehicles and motor vehicle equipment. Specifically, the VIN is required to appear on the certification label. Additionally, this certificate will provide the consumer with information to assist him or her in determining which of the FMVSS are applicable to the vehicle or equipment, and its date of manufacture.

NHTSA estimates the vehicle manufacturers will incur a decrease in total annual hour burden of 423,333. The recordkeeping hour burden for Part 565 and 567 represents a decrease in hour burden because of a decrease in the number of respondents.

NHTSA estimates an increase in cost burden of \$3,400.00. Due to the fluctuation of the U.S. economy, there was an increase in cost to comply with the reporting requirements. The change in cost burden reflects the 2007 Consumer Price Index as compared to that of 1987.

*Part 541*

The Motor Vehicle Information and Cost Savings Act was amended by the Anti-Car Theft Act of 1992 (Pub. L. 102-519). The enacted Theft Act requires specified parts of high-theft vehicles to be marked with vehicle identification

numbers. In a final rule published on April 6, 2004, the Federal Motor Vehicle Theft Prevention Standard was extended to include all passenger cars and multipurpose passenger vehicles with a gross vehicle weight rating of 6,000 pounds or less, and to light duty trucks with major parts that are interchangeable with a majority of the covered major parts of multipurpose passenger vehicles. Each major component part must be either labeled or affixed with the VIN and its replacement component part must be marked with the DOT symbol, the letter (R) and the manufacturers' logo. On May 19, 2005, in response to petitions for reconsideration, NHTSA amended the final rule. The final rule became effective September 1, 2006. Due to expansion of the Theft Prevention Standard (Part 541), all passenger cars, and multipurpose passenger vehicles with a gross vehicle weight rating of 6,000 pounds or less, and to light duty trucks with major parts that are interchangeable with a majority of the covered major parts of multipurpose passenger vehicles, are required them to be parts marked. This creates a program change for this collection.

Part 541 shows an increase in recordkeeping costs because there will be a greater number of vehicles required to be parts marked resulting in an additional cost of affixing labels or stamping the VIN on motor vehicles and startup costs for the manufacturers. NHTSA estimates the vehicle manufacturers will incur a total cost burden of \$87,550,100 million. NHTSA estimates a decrease in reporting and recordkeeping hours because current estimates are based on fewer vehicles complying with the Theft Prevention Standard. However, there is an increase in the number of target area submissions per vehicle required by vehicle manufacturers. NHTSA estimates the vehicle manufacturers will incur a net decrease for a total annual hour burden of 502,519.

*Affected Public:* Motor vehicle manufacturers.

*Estimated Total Annual Burden:* NHTSA estimates that the overall total estimated annual hour burden for this collection is 925,852. The overall total estimated cost burden for this collection is \$87,553,500 million.

Issued on: March 26, 2008.

**Stephen R. Kratzke,**

*Associate Administrator for Rulemaking.*

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