

**Title:** Application for Certificate of Registration for Foreign Motor Carriers and Foreign Motor Private Carriers.

**OMB Control Number:** 2126-0019.

**Type of Request:** Revision of a currently-approved information collection.

**Respondents:** Foreign motor carriers and commercial motor vehicle drivers.

**Estimated Number of Respondents:** 615.

**Estimated Time per Response:** 4 hours to complete Form OP-2.

**Expiration Date:** August 31, 2008.

**Frequency of Response:** Other (Once).

**Estimated Total Annual Burden:** 2,460 hours [615 responses × 4 hours to complete Form OP-2 = 2,460].

**Background:** Title 49 U.S.C. 13902(c) contains basic licensing procedures for registering foreign motor carriers to operate across the Mexico-U.S. border into the United States. Part 368 of title 49, CFR, contains the regulations that require Mexico-domiciled motor carriers to apply to FMCSA for a Certificate of Registration to provide interstate transportation in municipalities in the United States on the U.S.-Mexico international border or within the commercial zones of such municipalities as defined in 49 U.S.C. 13902(c)(4)(A). FMCSA carries out this registration program under authority delegated by the Secretary of Transportation.

Foreign (Mexico-based) motor carriers use Form OP-2 to apply for a Certificate of Registration from the FMCSA. The form requests information on the foreign motor carrier's name, address, U.S. DOT Number, form of business (e.g., corporation, sole proprietorship, partnership), locations where the applicant plans to operate, types of registration requested (e.g., for-hire motor carrier, motor private carrier), insurance, safety certifications, household goods arbitration certifications, and compliance certifications.

**Public Comments Invited:** You may comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FMCSA to perform its functions; (2) the accuracy of the estimated burden; (3) ways for the FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued on: August 6, 2008.

**Terry Shelton,**

*Associate Administrator for Research and Information Technology.*

[FR Doc. E8-18902 Filed 8-14-08; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 687X)]

#### **CSX Transportation, Inc.— Abandonment Exemption—in Fulton and Clayton Counties, GA**

CSX Transportation, Inc. (CSXT) has filed a verified notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 1.67-mile line of railroad on its Southern Region, Atlanta Division, Atlanta Terminal Subdivision in College Park, between Valuation Station 0+00 and the end of the line, Valuation Station 88+00, in Fulton and Clayton Counties, GA. The line traverses United States Postal Service Zip Code 30337.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic on the line can be rerouted over other lines; (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 of 49 CFR 1105.7 (environmental report), 49 CFR 1105.8 (historic report), 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 September 13, 2008, unless stayed pending reconsideration. Petitions to stay that do not involve environmental

issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by August 25, 2008. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by September 3, 2008, with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to CSXT's representative: Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

CSXT has filed an environmental and historic report addressing the effects, if any, of the abandonment on the environment and historic resources. SEA will issue an environmental assessment (EA) by August 19, 2008. Interested persons may obtain a copy of the EA by writing to SEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 245-0305. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.] Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by CSXT's filing of a notice of consummation by August 14, 2009, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: August 11, 2008.

<sup>1</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>2</sup> Each OFA must be accompanied by the filing fee, which, as of July 18, 2008, is set at \$1500. See 49 CFR 1002.2(f)(25).

By the Board, David M. Konschnik,  
Director, Office of Proceedings.

**Anne K. Quinlan,**  
*Acting Secretary.*

[FR Doc. E8-18923 Filed 8-14-08; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 35170]

#### Landisville Railroad, LLC—Acquisition and Operation Exemption—The Landisville Railroad Inc. and Landisville Terminal & Transfer Company

Landisville Railroad, LLC (LRR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Landisville Railroad, Inc. (LRI), and operate approximately 1.92 miles of rail line between milepost 30.77± at the connection to Norfolk Southern Railway (NSR) on National Railroad Passenger Corporation's (Amtrak's) Harrisburg Line and milepost 32.69± at the end of track south of Nolt Road and north of Stony Battery Road, in West Hempfield, Lancaster County, PA.<sup>1</sup>

The line is currently operated by Landisville Terminal & Transfer Company (LT&T). LRR states that, as a result of this transaction, LT&T will terminate its current lease of the line and assign all of its rights to the line to LRR.<sup>2</sup> LRR states that, after consummation, it will be the owner and operator of the rail line.<sup>3</sup>

According to LRR, it will interchange with NSR at Landisville, PA, and that there are no existing interchange

commitments with NSR as the third-party connecting carrier, and none are contemplated by this transaction.

The effective date of the exemption is August 30, 2008. The transaction is scheduled to be consummated on or after August 31, 2008 (more than 30 days after the notice of exemption was filed).<sup>4</sup>

LRR certifies that its projected annual revenues as a result of this transaction will not exceed those that qualify it as a Class III rail carrier.

Pursuant to the Consolidated Appropriations Act, 2008, Pub. L. No. 110-161, § 193, 121 Stat. 1844 (2007), nothing in this decision authorizes the following activities at any solid waste rail transfer facility: collecting, storing or transferring solid waste outside of its original shipping container; or separating or processing solid waste (including baling, crushing, compacting and shredding). The term "solid waste" is defined in section 1004 of the Solid Waste Disposal Act, 42 U.S.C. 6903.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than August 22, 2008 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 35170 must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, a copy must be served on Eric M. Hocky, Thorp Reed &

Armstrong, LLP, One Commerce Square, 2005 Market Street, Suite 1910, Philadelphia, PA 19103.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: August 8, 2008.

By the Board, Joseph H. Dettmar, Acting Director, Office of Proceedings.

**Anne K. Quinlan,**  
*Acting Secretary.*

[FR Doc. E8-18867 Filed 8-14-08; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF THE TREASURY

### Community Development Financial Institutions Fund

#### Funding Opportunity Title: Notice of Funds Availability (NOFA) Inviting Applications for the FY 2009 Funding Round of the Community Development Financial Institutions (CDFI) Program

*Announcement Type:* Initial announcement of funding opportunity.

*Catalog of Federal Domestic Assistance (CFDA) Number:* 21.020.

**DATES:** Application deadlines for the FY 2009 funding round of the CDFI Program (hereafter, the FY 2009 Funding Round) are as follows: (i) If you wish to apply for Financial Assistance (FA) and/or Technical Assistance (TA) funding, your funding application must be received by midnight, ET, Wednesday, October 29, 2008; and (ii) if you wish to apply for CDFI certification, your certification application must be received by midnight, ET, Wednesday, October 1, 2008.

TABLE 1—FY 2009 CDFI PROGRAM DEADLINES

[All midnight, ET deadlines]

Application type	Application deadline	Last date to contact fund staff
CDFI Certification Application .....	Wednesday, October 1, 2008 .....	Friday, September 26, 2008.
CDFI Program Funding Application (FA and/or TA) (Core/SECA).	Wednesday, October 29, 2008 .....	Monday, October 27, 2008.

*Executive Summary:* Subject to funding availability, this NOFA is issued in connection with the FY 2009 funding round of the CDFI Program.

#### I. Funding Opportunity Description

A. Through the CDFI Program, the Fund provides: (i) FA awards to CDFIs that have Comprehensive Business Plans for creating demonstrable community development impact through the deployment of credit,

capital, and financial services within their respective Target Markets or the expansion into new Investment Areas, Low-Income Targeted Populations, or Other Targeted Populations, and (ii) TA grants to CDFIs and entities proposing to become CDFIs in order to build their

<sup>1</sup> On August 4, 2008, LRR filed a correction to its verified notice of exemption filed on July 31, 2008, amending the description of the line to reflect that the acquired line ends at milepost 32.69± instead of milepost 33.75±.

<sup>2</sup> LRR clarified, in its correction, that LT&T is not being acquired by LRR.

<sup>3</sup> LRR states that it is also acquiring an adjacent rail yard that is owned by Amherst Industries of Pennsylvania, Inc., a corporate affiliate of LRI, and operated by LT&T, but further states that, pursuant

to 49 U.S.C. 10906, this acquisition of yard track does not require authorization of the Board.

<sup>4</sup> LRR states that the terms of the agreement between LRR, LRI and LT&T are being finalized and that it expects to enter into an agreement on or after August 31, 2008.