

mission of the tenant agencies. GSA will continue to solicit and welcome the coordination and cooperation of many entities from several local and state jurisdictions as the project advances.

#### Private Individuals

*Randall Bronson*

*Comment 1:* I am writing you concerning the proposed upgrading and reconstruction of the I-91 Customs and Immigration facility in Derby Line. As a nephew of Royce and Joyce Wilson, owners of the Wilson property (last home on Maple Street) that directly borders land that will be used as part of this upgrading, I need to once again make my concerns noted and seek a solution to these concerns. I am taking this step on behalf of my aunt and uncle (Royce Wilson and Joyce Wilson), the owners of this property and also because I do not want undue stress placed upon my Uncle (Royce Wilson) if the Build Alternative, as it seems, is the choice. His health has been impacted over the past few years and any move forward to construct the Build Alternative will certainly be an impact to his quality of life. As a matter of fact, if any of construction proposals impact or impede on the Wilson property, they will significantly reduce his quality of life. Please note that my Uncle, Bernard Wilson, passed away in 2005, after the previous letter I sent you.

*Response 1:* GSA appreciates Mr. Bronson's concerns and is sensitive to how the proposed project could affect Mr. Wilson's quality of life.

*Comment 2:* As clarification to some of the history provided by some of the historians you quoted during the last printing of the Impact Study, the changes should be noted as follows:

Elton Bennett farm and house used to exist between the I-91 South bound on-ramp and the current Customs Commercial Building. The house was moved towards Holland and located on the Jim Jacobs property during the construction of I-91.

There used to be a hay barn located south of the Wilson House, by about 100-200 feet, where the Brokers Building is located. This property was not owned by the Wilson's.

The Cowle House was moved up Herrick Road to its present location. The Wilson's did not own any land south or east of their current property, nor did they farm any of the land. The Wilson residence did enjoy fresh spring water that was supplied by a spring located of a mile southeast of the residence. The connection to this well was severed during the construction of I-91.

*Response 2:* Comment noted.

*Comment 3:* First of all, I still believe the only option that will not impact the

Wilson residence and property, is to not build. Not building will preserve the quality of the property and will have the least impact on the Royce and Joyce Wilson's ability to market the property and home in the future, if needed.

*Response 3:* The No-Build Alternative has been rejected because it does not meet the project's purpose and need and is not in the best interest of the United States.

*Comment 4:* The **BUILD ALTERNATIVE** will impact our homestead as follows:

1. The I-91 Southbound on-ramp will be unacceptably close to our property.

2. Loss of privacy will be realized and the closeness of the on-ramp could subject the property to invasion and unlawful trespass.

3. Noise level increases will be realized, even though you claim they won't.

4. The front door of the house will be within 75 to 100 feet of the on-ramp, taking away from the esthetic value of the house, not to mention public safety concerns.

5. This option will render the property unmarketable for residential or commercial sale because of the closeness to the I-91 ramp. No one will want to live that close to an on-ramp.

6. The stresses to Royce Wilson will be enormous as he has lived in this house and on this property for the majority of his life.

*Response 4:* GSA acknowledges the concerns of Mr. Bronson and will work with him and other members of the community to reach mutually agreeable mitigation scenarios.

*Comment 5:* In conclusion, as the concerned nephew of Royce and Joyce Wilson, I am advocating that I do not agree to the **BUILD ALTERNATIVE**. If GSA wishes to proceed with the **BUILD ALTERNATIVE**, the only option should be to negotiate monetary purchase of Royce and Joyce Wilson's homestead at current fair market value and not the value of the property post I-91 upgrade. The GSA purchase of their homestead could then be used as a buffer zone that could be used to allow for more privacy and quality of life for remaining residents along Maple Street.

*Response 5:* GSA is willing to work with Mr. Bronson to achieve a mutually agreeable solution.

*John Bullis*

*Comment 1:* In regards to the proposed changes to the I-91 POE. I have the same concerns as many others regarding noise, lighting, air pollution's.

*Response 1:* Comment noted.

*Comment 2:* However I have another and that is the fact that there exists a drainage ditch between the properties of

83 and 125 Highland Avenue. This ditch is fed on it's West end by a culvert under Highland Avenue and empties on it's East end into a field that will contain the 1-91 Southbound ramp. While most of the time this ditch is dry, there are times when it is full. During heavy rain and Springtime melts. Also there is a large amount of underdrain located under the ground proposed for the on ramp (165 feet I believe maybe more).

*Response 2:* Comment noted. As the project advances through the design process a detailed stormwater management plan will be developed.

#### Conclusion

GSA has reached its decision based upon information and analysis contained in the FEIS and outlined in this document. Based on these considerations, GSA has determined that the Build Alternative: (1) best satisfies the project's Purpose and Need, (2) poses the least impact to the natural and human environments, (3) has been selected based on processes in compliance with NEPA and other applicable requirements, and (4) may be advanced through detailed design and construction.

[FR Doc. E7-24445 Filed 12-17-07; 8:45 am]

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## DEPARTMENT OF THE INTERIOR

### Office of the Secretary

#### Exxon Valdez Oil Spill Trustee Council; Notice of Meeting

**AGENCY:** Office of the Secretary, Department of the Interior.

**ACTION:** Notice of meeting.

**SUMMARY:** The Department of the Interior, Office of the Secretary is announcing a public meeting of the Exxon Valdez Oil Spill Public Advisory Committee.

**DATES:** January 24, 2008, at 9 a.m.

**ADDRESSES:** Exxon Valdez Oil Spill Trustee Council Office, 441 West 5th Avenue, Suite 500, Anchorage, Alaska.

**FOR FURTHER INFORMATION CONTACT:** Douglas Mutter, Department of the Interior, Office of Environmental Policy and Compliance, 1689 "C" Street, Suite 119, Anchorage, Alaska, 99501, (907) 271-5011.

**SUPPLEMENTARY INFORMATION:** The Public Advisory Committee was created by Paragraph V.A.4 of the Memorandum of Agreement and Consent Decree entered into by the United States of America and the State of Alaska on August 27, 1991, and approved by the

United States District Court for the District of Alaska in settlement of *United States of America v. State of Alaska*, Civil Action No. A91-081 CV. The meeting agenda will include review of the draft fiscal year 2009 invitation for restoration project proposals.

**Willie R. Taylor,**

*Director, Office of Environmental Policy and Compliance.*

[FR Doc. E7-24502 Filed 12-17-07; 8:45 am]

BILLING CODE 4310-RG-P

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

#### Santa Rosa and San Jacinto Mountains National Monument Advisory Committee—Notice of Renewal

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Notice of Renewal of the Santa Rosa and San Jacinto Mountains Advisory Committee.

**SUMMARY:** This notice is published in accordance with Section 9(a)(2) of the Federal Advisory Committee Act of 1972 (Pub. L. 92-463). Notice is hereby given that the Secretary of the Interior and the Secretary of Agriculture have renewed the Bureau of Land Management's Santa Rosa and San Jacinto Mountains National Monument Advisory Committee.

The purpose of the Committee is to advise the Secretaries with respect to the preparation and implementation of the Santa Rosa and San Jacinto Mountains National Monument Management Plan.

**FOR FURTHER INFORMATION CONTACT:** Douglas Herrema, National Landscape Conservation System (WO-170), Bureau of Land Management, 1849 C Street, NW., Room 5618, Washington, DC 20240, telephone (202) 208-3516.

#### Certification Statement

I hereby certify that the renewal of the Santa Rosa and San Jacinto Mountains National Monument Advisory Committee is necessary and in the public interest in connection with the Secretary of the Interior's and the Secretary of Agriculture's responsibilities to manage the lands, resources, and facilities administered by the Bureau of Land Management and the Forest Service.

**Dirk Kempthorne,**

*Secretary of the Interior.*

[FR Doc. E7-24442 Filed 12-17-07; 8:45 am]

BILLING CODE 3410-11-P

## DEPARTMENT OF THE INTERIOR

### Minerals Management Service

#### Agency Information Collection Activities: Submitted for Office of Management and Budget (OMB) Review; Comment Request

**AGENCY:** Minerals Management Service (MMS), Interior.

**ACTION:** Notice of extension of an information collection (1010-0112).

**SUMMARY:** To comply with the Paperwork Reduction Act of 1995 (PRA), we are notifying the public that we have submitted to OMB an information collection request (ICR) to renew approval of the paperwork requirements in Form MMS-131, Performance Measures Data. This notice also provides the public a second opportunity to comment on the paperwork burden of these regulatory requirements.

**DATE:** Submit written comments by January 17, 2008.

**ADDRESSES:** You may submit comments either by fax (202) 395-6566 or email (*OIRA\_DOCKET@omb.eop.gov*) directly to the Office of Information and Regulatory Affairs, OMB, Attention: Desk Officer for the Department of the Interior (1010-0112). Mail or hand carry a copy of your comments to the Department of the Interior; Minerals Management Service; Attention: Cheryl Blundon; Mail Stop 4024; 381 Elden Street; Herndon, Virginia 20170-4817. If you wish to e-mail your comments to MMS, the address is: *rules.comments@mms.gov*. Reference Information Collection 1010-0112 in your subject line and mark your message for return receipt. Include your name and return address in your message text.

**FOR FURTHER INFORMATION CONTACT:** Cheryl Blundon, Regulations and Standards Branch, (703) 787-1607. You may also contact Cheryl Blundon to obtain a copy, at no cost, of the form that requires the subject collection of information.

#### SUPPLEMENTARY INFORMATION:

*Title/Form:* Form MMS-131, Performance Measures Data.

*OMB Control Number:* 1010-0112.

*Abstract:* The Outer Continental Shelf (OCS) Lands Act (43 U.S.C. 1331 *et seq.*), as amended, requires the Secretary of the Interior to preserve, protect, and develop OCS oil, gas, and sulphur resources; make such resources available to meet the Nation's energy needs as rapidly as possible; balance orderly energy resource development

with protection of the human, marine, and coastal environments; ensure the public a fair and equitable return on the resources of the OCS; and preserve and maintain free enterprise competition. These responsibilities are among those delegated to MMS. The MMS generally issues regulations to ensure that operations in the OCS will meet statutory requirements; provide for safety and protect the environment; and result in diligent exploration, development, and production of OCS leases.

In 1991 MMS began promoting, on a voluntary basis, the implementation of a comprehensive Safety and Environmental Management Program (SEMP) for the offshore oil and gas industry as a complement to current regulatory efforts to protect people and the environment during OCS oil and gas exploration and production activities. From the beginning, MMS, the industry as a whole, and individual companies realized that at some point they would want to know the effect of SEM on safety and environmental management of the OCS. The natural consequence of this interest was the establishment of performance measures. We are requesting OMB approval for a routine renewal of Form MMS-131, Performance Measures Data.

The responses to this collection of information are voluntary, although we consider the information to be critical for assessing the effects of the OCS Safety and Environmental Management Program. We can better focus our regulatory and research programs on areas where the performance measures indicate that operators are having difficulty meeting MMS expectations. We are more effective in leveraging resources by redirecting research efforts, promoting appropriate regulatory initiatives, and shifting inspection program emphasis. The performance measures give us valuable quantitative information to use in judging the reasonableness of company requests for alternative compliance or departures under 30 CFR 250.141 and 250.142. We also use the information collected to work with industry representatives to identify and request "pacesetter" companies make presentations at periodic workshops.

Knowing how the offshore operators as a group are doing, and where their own company ranks, provides company management with information to focus their continuous improvement efforts. This leads to more cost-effective prevention actions and, therefore, better cost containment. This information also provides offshore operators and organizations with a credible data