

FOR FURTHER INFORMATION CONTACT: Mr. Brian K. Brasher, Acting Field Operations Team Leader, Federal Highway Administration—Tennessee Division Office, 640 Grassmere Park Road, Suite 112, Nashville 37211, Telephone: 615-781-5763

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Tennessee Department of Transportation (TDOT), will prepare an EIS on a proposal to improve U.S. 127/S.R. 28 in Cumberland and Fentress Counties, Tennessee. The proposed project will improve U.S. 127N/S.R. 28 between I-40 at Crossville and S.R. 62 at Clarkrange, a distance of approximately 14 miles. Improvements to the corridor are considered necessary to provide for existing and projected traffic demand, improve safety, and help achieve existing local and regional economic development goals.

Alternatives under consideration include (1) Taking no action; (2) widening the existing two-lane highway to five lanes along the existing alignment; (3) widening the existing two-lane highway to five lanes at the project beginning and end and widening to four lanes between the two proposed five-lane sections; and (4) constructing a four-lane section on new location west of the existing highway from north of Tabor Loop to south of Clear Creek then rejoining the existing highway alignment and improving it to four lanes to just south of Clarkrange, where it would transition to a new five-lane section along the existing roadway.

The alternatives development, screening process, Citizens' Resource Team input, and current project public involvement process will be incorporated into the NEPA process. A Public Involvement Plan has been developed to include the public in the project development process. The plan proposes utilizing the following outreach efforts to provide information and solicit input: Newsletters, the Internet, e-mail, informal meetings, public information meetings and other efforts as necessary and appropriate. As part of the scoping process federal, state, and local agencies and officials; private organizations; citizens; and interest groups will have an opportunity to provide input into the development of the EIS and identify issues of concern. It is anticipated that one formal agency scoping meeting will be held. A public hearing will be held upon completion of the Draft EIS and public notice will be given of the time and place of the hearing. A toll-free information line and a Web site have already been put in place for the project.

The Draft Environmental Impact Statement will be available for public and agency review and comment prior to the public hearings.

To ensure that the full range of issues related to this proposed action are identified and taken into account, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the FHWA contact person identified above 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 proposed program.)

Issued on: February 8, 2005.

Brian K. Brasher,

Acting Field Operations Team Leader.

[FR Doc. 05-2764 Filed 2-11-05; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2004-19185]

Notice of Request for Clearance of a New Information Collection: Bus Crash Causation Study

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice; request for comments.

SUMMARY: In accordance with the requirement in section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995 (PRA), the FMCSA is announcing that the new information collection request described in this notice is being sent to the Office of Management and Budget (OMB) for review and approval. We are required under the PRA to send information collection requests to OMB. This information collection is related to a study of the causation of commercial motor vehicle crashes mandated by the Motor Carrier Safety Improvement Act of 1999. The bus study will fulfill the bus portion of this mandate and aid in the determination of the reasons for, and factors contributing to, serious bus crashes. The **Federal Register** notice announcing a 60-day comment period on this information collection was published on August 23, 2004 (69 FR 51879).

DATES: Please submit comments by March 16, 2005.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management

Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590, or submit electronically at <http://dmses.dot.gov/submit>. Be sure to include the docket number appearing in the heading of this document on your comment. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. If you would like to be notified when your comment is received, you must include a self-addressed, stamped postcard or you may print the acknowledgment page that appears after submitting comments electronically.

FOR FURTHER INFORMATION CONTACT: Mr. Ralph Craft, Program Manager, Bus Crash Causation Study, (202) 366-0324, Office of Information Management, Analysis Division, Federal Motor Carrier Safety Administration, 400 7th Street SW., Suite 8214, Washington, DC 20590. Office hours are from 7 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Bus Crash Causation Study.

OMB Control Number: None.

Background: No national database exists that contains information describing the causes of, the reasons for, and the factors contributing to bus crashes. The purpose of the Bus Crash Causation Study is to gather this information for serious bus crashes. With this data, FMCSA and the States will be able to more effectively implement countermeasures to reduce the occurrence and severity of these crashes. The study is required under section 224 of the Motor Carrier Safety Improvement Act of 1999 (Public Law 106-159, 113 Stat. 1748 (December 9, 1999)). Buses are defined as vehicles designed or used to transport 9 to 15 people (including the driver) for compensation, or more than 15 people for any purpose.

The FMCSA will conduct a three-part bus crash causation study beginning in 2004. The three parts of the study are as follows: (1) Mining current databases, such as the Fatality Analysis Reporting System (FARS), Buses Involved in Fatal Accidents (BIFA) and Motor Carrier Management Information System (MCMIS) for causation factors; (2) evaluating insurance companies data to assess the quality, quantity and usefulness of bus crash causation data; and (3) collecting extensive data on a sample of crashes in the field. FMCSA field staff, FMCSA contractors and New Jersey State Police (NJSP) will collect more than 400 pieces of data on 50-100 crashes involving commercial buses in

northern and central New Jersey throughout 2005. Transit and school buses are excluded from the study. The New Jersey State safety agencies will also be important partners in this study at several levels including: data collection form design, crash notification, crash investigation and bus post crash inspections.

Respondents: The respondents will be individuals involved in the selected bus crashes including the bus drivers, other drivers, passengers, witnesses and motor carrier officials.

Average Burden Per Response: 1 hour for non-bus company personnel and 2 hours for bus company drivers and representatives.

Estimated Total Annual Burden: The estimated total annual burden is 900 hours [(500 interviews $\times$ 1 hour per response) 500 hours + (200 interviews $\times$ 2 hours per response) 400 hours = 900 hours].

Authority: The Paperwork Reduction Act of 1995, 44 U.S.C. Chapter 35, as amended; Public Law 106-159, 113 Stat. 1748 (December 9, 1999); and 49 CFR 1.73.

Issued on: November 4, 2004.

Annette M. Sandberg,
Administrator.

[FR Doc. 05-2757 Filed 2-11-05; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket Nos. FMCSA-98-4334, FMCSA-2000-7165, FMCSA-2000-7363, FMCSA-2002-12844, FMCSA-2002-13411]

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of renewal of exemption; request for comments.

SUMMARY: This notice publishes the FMCSA decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 28 individuals. The FMCSA has statutory authority to exempt individuals from vision standards if the exemptions granted will not compromise safety. The agency has concluded that granting these exemptions will provide a level of safety that will be equivalent to, or greater than, the level of safety maintained without the exemptions for these commercial motor vehicle (CMV) drivers.

DATES: This decision is effective March 4, 2005. Comments from interested

persons should be submitted by March 16, 2005.

ADDRESSES: You may submit comments identified by DOT DMS Docket Numbers FMCSA-98-4334, FMCSA-2000-7165, FMCSA-2000-7363, FMCSA-2002-12844, and FMCSA-2002-13411 by any of the following methods:

- Web site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

Instructions: All submissions must include the agency name and docket numbers for this notice. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <http://dms.dot.gov>, including any personal information provided. Please see the Privacy Act heading under Regulatory Notices.

Docket: For access to the dockets to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: Maggi Gunnels, Office of Bus and Truck Standards and Operations, (202) 366-4001, FMCSA, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 8 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Public Participation: The DMS is available 24 hours each day, 365 days each year. You can get electronic submission and retrieval help guidelines under the "help" section of the DMS Web site. If you want us to notify you that we received your

comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

Exemption Decision

Under 49 U.S.C. 31315 and 31136(e), the FMCSA may renew an exemption from the vision requirement in 49 CFR 391.41(b)(10), which applies to drivers of CMVs in interstate commerce, for a two year period if it finds "such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption." The procedures for requesting an exemption (including renewals) are set out in 49 CFR part 381. This notice addresses 28 individuals who have requested renewal of their exemptions in a timely manner. The FMCSA has evaluated these 28 applications for renewal on their merits and decided to extend each exemption for a renewable two year period. They are:

Michael D. Archibald, Howard K. Bradley, Kirk H. Braegger, Mark L. Braun, Gary Bryan, Daniel L. Butler, Ambrosio E. Calles, Adam D. Craig, Jose G. Cruz, Everett A. Doty, Donald K. Driscoll, Donald J. Goretzki, David R. Gross, Harry P. Henning, Wayne H. Holt, Bruce G. Hoemr, Christopher L. Humphries, Jimmy C. Killian, James A. Kneece, Ralph J. Miles, William R. New, George S. Rayson, Thomas C. Rylee, Stalely B. Salkowski III, James A. Stoudt, Michael G. Thomas, William H. Twardus, Ronald J. Watt.

These exemptions are extended subject to the following conditions: (1) That each individual have a physical exam every year (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the standard in 49 CFR 391.41(b)(10), and (b) by a medical examiner who attests that the individual is otherwise physically qualified under 49 CFR 391.41; (2) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual