

shoulders from River Road to approximately 1,700 feet west of Cumberland Heights Road. The Selected Alternative proposes extending SR-374 on new location from SR-149 to the existing SR-76/US-79 (Dover Road)/SR-374 (Paul B. Huff Memorial Parkway) interchange. The extension of SR-374 will include two travel lanes in each direction, a 48-foot median, 12-foot outside shoulders, and 6-foot inside shoulders. Two new bridges will be constructed: One over the Memphis Line of the R.J. Corman Railroad and another over the Cumberland River.

The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Environmental Assessment (EA) for the project, approved on January 2, 2019, in the FHWA Finding of No Significant Impact (FONSI) issued on July 6, 2020, and in other documents in the FHWA project records. The EA, FONSI, and other project records are available by contacting the FHWA or TDOT at the addresses provided above. The FHWA EA and FONSI can be viewed and downloaded from the project website at <https://www.tn.gov/tdot/projects/region-3/state-route-374.html>, or viewed at the Clarksville-Montgomery County Public Library, 350 Pageant Lane, Suite 501, Clarksville, Tennessee 37040.

This notice does not apply to the Tennessee Valley Authority (T.V.A.), or the U.S. Army Corps of Engineers (U.S.A.C.E.) permitting processes for this project, because no T.V.A. or U.S.A.C.E. permits have been issued for the project to date.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. *General*: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109 and 23 U.S.C. 128].
2. *Air*: Clean Air Act [42 U.S.C. 7401–7671(q)].
3. *Land*: Section 4(f) of the Department of Transportation Act of 1966 [23 U.S.C. 138 and 49 U.S.C. 303].
4. *Wildlife*: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712].
5. *Historic and Cultural Resources*: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*].
6. *Social and Economic*: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].

7. *Wetlands and Water Resources*: Clean Water Act (Section 404, Section 401, and Section 319) [33 U.S.C. 1251–1377].

8. *Hazardous Materials*: Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) [42 U.S.C. 9601–9675].

9. *Executive Orders*: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 13112 Invasive Species; E.O. 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality.

(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.)

(Authority: 23 U.S.C. 139(j)(1))

Issued on: August 18, 2020.

**Pamela M. Kordenbrock**,  
Division Administrator, Nashville, Tennessee.  
[FR Doc. 2020–18505 Filed 8–24–20; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2013–0443]

#### Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

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

**ACTION**: Notice of correction; reopening of comment period.

**SUMMARY**: FMCSA corrects its May 7, 2020, notice requesting comments on the receipt of applications from eight individuals for exemption from the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that interstate commercial motor vehicle (CMV) drivers have “no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV” to include one individual whose name was not listed in that notice. The exemptions enable these individuals who have had one or more seizures and are taking anti-seizure medication to continue to operate CMVs in interstate commerce. The Agency also reopens the public comment period for that notice.

**DATES**: This correction is effective August 25, 2020. The comment period for the notice published May 8, 2020, at 85 FR 27262, is reopened. Comments must be received on or before September 24, 2020.

**ADDRESSES**: You may submit comments identified by the Federal Docket Management System (FDMS) Docket ID FMCSA–2013–0443 using any of the following methods:

- *Federal eRulemaking Portal*: Go to <http://www.regulations.gov/docket?D=FMCSA-2013-0443>. Follow the online instructions for submitting comments.

- *Mail*: Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- *Hand Delivery*: West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal Holidays.

- *Fax*: (202) 493–2251.

To avoid duplication, please use only one of these four methods. See the “Public Participation” portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT**: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366–4001, [fmcsamedical@dot.gov](mailto:fmcsamedical@dot.gov), FMCSA, Department of Transportation, 1200 New Jersey Avenue SE, Room W64–224, Washington, DC 20590–0001. Office hours are from 8:30 a.m. to 5 p.m., ET, Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Docket Operations, (202) 366–9826.

**SUPPLEMENTARY INFORMATION**: On May 7, 2020, (85 FR 27262), FMCSA published a notice regarding several individuals requesting an exemption from the physical qualification standard found in § 391.41(b)(8), which states that a person is physically qualified to drive a CMV if that person has no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV. Although the notice references eight applicants, only seven applicants were listed. One applicant, Michael Miller (WI), was inadvertently left out of the notice. FMCSA corrects the notice and reopens the comment period to ensure that interested parties have sufficient

time to review and comment on the exemption applications.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2020-18578 Filed 8-24-20; 8:45 am]

BILLING CODE 4910-EX-P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Revised Notice of Intent To Prepare an Environmental Impact Statement for the California High-Speed Rail System, Los Angeles to Anaheim Project Section, CA

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** The Federal Railroad Administration (FRA), on behalf of the California High-Speed Rail Authority (Authority) as the federal lead agency under the National Environmental Policy Act (NEPA) Assignment (July 2019), is issuing this notice to advise other federal, state, local, and tribal agencies and the public that the Authority intends to revise the scope of the analysis of the combined project-level Environmental Impact Report (EIR) and project-level Environmental Impact Statement (EIS) for the Los Angeles to Anaheim Project Section of the Authority's proposed California High-Speed Rail (HSR) System from the Los Angeles Union Station (LAUS) in the City of Los Angeles, California, to the Anaheim Regional Transportation Intermodal Center (ARTIC) in the City of Anaheim, California, in compliance with relevant state and federal laws, in particular the California Environmental Quality Act (CEQA) and NEPA. Since publication of the notice of intent (NOI), the Authority has identified the proposed BNSF Colton Intermodal Facility Component (Colton Component) and BNSF Lenwood Staging Track Component (Lenwood Component) as necessary components of the Los Angeles to Anaheim Project Section of the HSR system. This Revised NOI is being issued to solicit additional public and agency input into the development of the scope of the EIR/EIS for the Los Angeles to Anaheim Project Section with respect to the Colton and Lenwood Components. Public input received during outreach activities conducted by the Authority and its representatives will be considered in the preparation of the combined EIR/EIS.

**DATES:** Written comments on the scope of the Los Angeles to Anaheim Project

Section EIR/EIS should be provided to the Authority starting on August 25, 2020 and must be received by the Authority on or before September 24, 2020, as noted below. Public scoping meetings are scheduled for the following dates and times.

The Authority expects these meetings to occur via webinar or other virtual-only mechanism (please consult [www.hsr.ca.gov](http://www.hsr.ca.gov) for up-to-date information). Scoping meetings are open to participants from any geographic area of the Los Angeles to Anaheim Project Section.

- *Virtual Scoping Meeting #1:* Thursday, September 10, 2020, 5:00 p.m.–7:30 p.m.
- *Virtual Scoping Meeting #2:* Saturday, September 12, 2020, 10:00 a.m.–12:30 p.m.

**ADDRESSES:** Written comments on the scope of the Los Angeles to Anaheim Project Section EIR/EIS in response to this Revised NOI should be sent to Mark A. McLoughlin, Director of Environmental Services, ATTN: Los Angeles—Anaheim, California High-Speed Rail Authority, 770 L Street, Suite 620, MS-2, Sacramento, CA 95814, or via email with the subject line “Los Angeles to Anaheim Project Section HSR” to: [Los.Anaheim@hsr.ca.gov](mailto:Los.Anaheim@hsr.ca.gov). Comments may also be provided orally via the public scoping meetings described above.

**FOR FURTHER INFORMATION CONTACT:**

*For the Authority:* Mark A. McLoughlin, Director of Environmental Services, California High-Speed Rail Authority, (telephone: 916-403-6934; email: [mark.mcloughlin@hsr.ca.gov](mailto:mark.mcloughlin@hsr.ca.gov)).

*For FRA:* Stephanie B. Perez-Arrieta, Regional Lead, Environmental Protection Specialist, Federal Railroad Administration, (telephone: 202-493-0388; email: [s.perez-arrieta@dot.gov](mailto:s.perez-arrieta@dot.gov)).

**SUPPLEMENTARY INFORMATION:** The Authority was established by the California State Legislature in 1996 and is authorized and directed by statute to undertake the planning for the development of a proposed statewide HSR network that is fully coordinated with other public transportation services.

In 2005, the Authority and FRA completed a Final Program EIR/EIS for the Proposed California High-Speed Train System (statewide program EIR/EIS), as a first-tier environmental document. The Statewide Program EIR/EIS established the purpose and need for the HSR system, analyzed a HSR alternative, and compared it with a No Project Alternative and a modal alternative that involved expanding airports, freeways, and conventional rail

to meet the state's future transportation needs. The Authority certified the Statewide Program EIR under CEQA and approved the proposed HSR system, and FRA issued a Record of Decision under NEPA for the statewide program EIS. The Authority and FRA made the following first-tier programmatic decisions: Selected the HSR alternative for intercity passenger travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to the cities of Los Angeles and San Diego in the south; selected very high-speed, electrified steel-wheel-on-steel-rail technology; selected certain general alignment corridors and general station locations to be studied in more detail in second-tier environmental documents, including a corridor between LAUS and ARTIC; and adopted programmatic mitigation strategies and design practices.

This EIR/EIS is one of a number of second-tier environmental documents for sections of the HSR system. It is tiered from and incorporates by reference the statewide program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations (40 CFR 1508.28) and State of California CEQA Guidelines (Cal. Code Regs. tit. 14, 15168[b]). Tiering ensures that the Los Angeles to Anaheim Project Section EIR/EIS builds upon all previous work prepared for and incorporated in the statewide program EIR/EIS.

The Authority and FRA previously conducted scoping for the Los Angeles to Anaheim Project Section EIR/EIS in the spring of 2007. FRA published an NOI in the **Federal Register** on March 15, 2007 (72 FR 12250). Since publication of the NOI, the Authority has identified the proposed BNSF Colton Intermodal Facility Component (Colton Component) and BNSF Lenwood Staging Track Component (Lenwood Component) as necessary components of the Los Angeles to Anaheim Project Section of the HSR system. This Revised NOI is being issued to solicit additional public and agency input into the development of the scope of the EIR/EIS for the Los Angeles to Anaheim Project Section with respect to the Colton and Lenwood Components. Public input received during outreach activities conducted by the Authority and its representatives will be considered in the preparation of the combined EIR/EIS. The 2007 scoping and environmental development process remains valid; information learned in and since 2007 will be used, supplemented by