

For more details on Dart's request, a copy of their exemption application is included in the docket identified at the beginning of this notice. The application contains details on actual business trip scenarios and other relevant information in support of the application. Copies of all scientific reports and documents submitted by Dart in support of its application for an exemption are also included in the docket for this notice.

Dart states that to provide a superior level of safety, it will implement a program referred to as its Fatigue Risk Management System (FRMS), which is an integral part of Dart's safety management system that ensures that the risks of driver loss of alertness, inattention and chronic fatigue are minimized using scientifically validated methods. Every participating driver would be subject to monitoring and correcting his or her fatigue risk using this model, and there would be advanced fatigue mitigation education for every exempt driver and the fleet managers, sleep disorder screening, and the reporting of all qualifying safety events to FMCSA. The purpose of the FRMS is to provide a protective environment around the EOs that will ensure there are no risks as the restrictions provided by the "14-hour rule" and "split S/B rule" would be withdrawn.

Dart's FRMS would include the following four core elements:

- A system for duty-rest scheduling which provides for improved sleep opportunities when compared to the current regulations.
- A comprehensive education program for EOs and managers that would educate, test, and certify them for comprehension in the following areas: (1) Basic sleep and fatigue physiology; (2) managing an alert trucking lifestyle; (3) rules of the exemption, including electronic logging; and (4) fatigue risk scores and how to improve the score.
- A set of standards for the EO's work and sleep environment; and
- Procedures to screen for fitness for duty related to sleep disorders.

Dart's four core components of fatigue risk management are supported by a management structure that provides for the following:

- Oversight of the FRMS by a Dart Fatigue Risk Management Steering Committee.
- A Fatigue Risk Management Policy that provides a comprehensive set of guidelines for promoting the alertness, sleep and health of the EOs.
- A daily process of monitoring and measuring fatigue risk and the safety of the EOs, which would include

electronic on-board recorders (EOBRs) on all units using the exemption.

- The daily analysis of driver fatigue risk using commercial fatigue-risk software.
- The daily transmission of a "fatigue risk score" transmitted to each EO and fleet manager.
- The regular assessment of progress in minimizing fatigue-risk scores.
- Safety records maintenance.
- Monthly reporting of fatigue risk management and safety performance to the FMCSA.

Conversely, Dart believes that the potential impacts of not obtaining the exemption include the following:

- The ability to improve the alertness and safety of its drivers would be greatly limited because implementing the minimum 6 hours of continuous nocturnal rest without the "14 hour clock" exemption would make the recruitment of safe drivers unfeasible, and the satisfaction of customer delivery requirements impossible;
- The company would be unlikely to consider the introduction of EOBRs because it would be difficult to recruit quality owner-operators if it required EOs to install and be monitored by EOBRs;
- Dart's drivers would on occasion find it economically disadvantageous to stop for a required 6 overnight hours, and therefore have to operate without sleep overnight and risk impaired sleep during daytime rest in order to comply with the current HOS rules; and
- Dart would not be able to accept certain shipments, which could be safely delivered by alert drivers, from its customers only because Dart would be in violation of the "14-hour clock" and "split S/B rule."

#### Request for Comments

In accordance with 49 U.S.C. 31315(b)(4) and 31136(e), FMCSA requests public comment on Dart's application for an exemption from the "14-hour rule" and split S/B provisions in 49 CFR Part 395. The Agency will consider all comments received by close of business on December 26, 2007. Comments will be available for examination in the docket at the location listed under the **ADDRESSES** section of this notice. The Agency will file comments received after the comment closing date in the public docket, and will consider them to the extent practicable.

Issued on: November 9, 2007.

**Larry W. Minor,**

*Associate Administrator for Policy and Program Development.*

[FR Doc. E7-22881 Filed 11-23-07; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### Office of Analysis, Research and Technology Forum

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

**ACTION:** Notice of Meeting/Forum.

**SUMMARY:** This notice invites interested persons to participate in a forum titled, "Federal Motor Carrier Safety Administration's Analysis, Research and Technology Programs", sponsored by the FMCSA Office of Analysis, Research and Technology (ART) in conjunction with the 87th Annual Meeting of the Transportation Research Board (TRB). The purpose of the 2008 ART Forum is to provide information on various initiatives from FMCSA's analysis, research, and technology programs. Speaker topics will include the results of the On-Board Monitoring Safety Study; an overview of the On-Board Safety Technologies FMCSA has tested and evaluated; the results of the Violations Severity Assessment Study; a presentation titled, "When Cars Collide with Trucks and Buses", an update on the Employer Notification Service Pilot Project; and, a review of FMCSA's Wireless Roadside Inspection and Smart Roadside Activities. Attendees will have the opportunity to dialogue with FMCSA subject-matter experts through an open question and answer session.

*Where and When:* Marriott Wardman Park Hotel, Virginia B & C, 2660 Woodley Road, NW., Washington, DC 20008, on Tuesday, January 15, 2008. Sign-In begins at 7:30 a.m. and the forum starts at 8 a.m. and ends at 12 p.m.

*Registration:* This forum is listed as a session in the TRB Annual Meeting Program and all registrants are welcome to attend. TRB registration is not required to attend the forum and it is open to the public at no cost. To register for the TRB Annual Meeting, visit <http://www.trb.org>. To attend the forum only, send an e-mail to: [TRB2008@dot.gov](mailto:TRB2008@dot.gov).

**FOR FURTHER INFORMATION CONTACT:** Mr. Albert Alvarez, Office of Analysis, Research and Technology (MC-RR), Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue, NE., Washington, DC 20590; telephone (202) 385-2387 or e-mail [albert.alvarez@dot.gov](mailto:albert.alvarez@dot.gov). Office hours are from 8 a.m. to 4:30 p.m., E.S.T., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** Forum attendees will receive an information

packet on the Office of Analysis, Research and Technology's current programs. While the forum will be open to the public, space will be limited. Individuals requiring special needs/accommodations (sign, reader, etc.), please call Erica Swartz, 202-334-1232, or e-mail [TRBMeetings@NAS.edu](mailto:TRBMeetings@NAS.edu).

Issued on: November 6, 2007.

**Terry Shelton,**

*Associate Administrator for Research and Information Technology.*

[FR Doc. E7-22883 Filed 11-21-07; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2007-0042]

#### Motor Carrier Safety Advisory Committee Public Meeting

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

**ACTION:** Notice of Motor Carrier Safety Advisory Committee Meeting.

**SUMMARY:** FMCSA announces that the Motor Carrier Safety Advisory Committee (MCSAC) will hold a committee meeting. The meeting is open to the public.

**DATES:** The meeting will be held from 1 p.m. to 5 p.m. on December 6, 2007, and 9 a.m. to 11 a.m. on December 7, 2007. Written comments must be received by January 7, 2008.

**ADDRESSES:** The meeting will take place at the U.S. Department of Transportation, Media Center, West Building, Ground Floor, 1200 New Jersey Avenue, SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Mr. Greg Parks, Acting Chief, Strategic Planning and Program Evaluation Division, Office of Policy Plans and Regulation, Federal Motor Carrier Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, (202) 366-5370, [mcsac@dot.gov](mailto:mcsac@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

Section 4144 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59) required the Secretary of the U.S. Department of Transportation to establish in FMCSA, a Motor Carrier Safety Advisory Committee. The advisory committee provides advice and recommendations to the FMCSA Administrator on motor

carrier safety programs and motor carrier safety regulations. The advisory committee operates in accordance with the Federal Advisory Committee Act (5 U.S.C. App 2). The FMCSA Administrator appointed 15 members to serve on the advisory committee on March 5, 2007.

##### II. Meeting Participation

The meeting is open to the public and FMCSA invites participation by all interested parties, including motor carriers, drivers, and representatives of motor carrier associations. Please note that participants will need to be pre-cleared in advance of the meeting in order to enter the building. By December 3, 2007, e-mail [mcsac@dot.gov](mailto:mcsac@dot.gov) if you plan to attend the meeting to facilitate the pre-clearance process. For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, e-mail [mcsac@dot.gov](mailto:mcsac@dot.gov). As a general matter, the committee will make one hour available for public comments on Thursday, December 6, 2007, 4 p.m. to 5 p.m. Individuals wishing to address the committee should send an e-mail to [mcsac@dot.gov](mailto:mcsac@dot.gov) by noon on December 6, 2007. The time available will be reasonably divided among those who have signed up to address the committee, but no one will have more than 15 minutes. Individuals wanting to present written materials to the committee should submit written comments identified by Federal Docket Management System (FDMC) Docket Number FMCSA-2007-0042 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Fax:** 202-493-2251.
- **Mail:** Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building, Room W12-140, Washington, DC 20590.
- **Hand Delivery:** U.S. Department of Transportation, 1200 New Jersey Avenue, S.E., Room W12-140, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Issued on: November 19, 2007.

**Larry W. Minor,**

*Associate Administrator for Policy and Program Development.*

[FR Doc. E7-22915 Filed 11-23-07; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Intent To Prepare an Environmental Impact Statement for Proposed Transit Improvements in the Draper Corridor of Metropolitan Salt Lake City, UT

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Notice of intent to prepare an Environmental Impact Statement.

**SUMMARY:** The Federal Transit Administration (FTA) and Utah Transit Authority (UTA) intend to prepare an Environmental Impact Statement (EIS) to evaluate proposed public transportation improvements to extend fixed guideway transit service through the cities of Sandy and Draper to the southernmost part of Salt Lake County, Utah. The Wasatch Front Regional Council (WFRC) has adopted a long-range transportation plan, which is a comprehensive system plan and includes the full build-out of public transportation improvements in several corridors. The general alignments of the corridors have been identified in the approved plan. The Draper Transit Corridor has been identified in the plan as a two-track extension of the existing North-South Light Rail Transit (LRT) line from its current terminus at 10000 South in Sandy to about 14600 South in Draper along the UTA owned right-of-way. The Draper Transit Corridor Project, as defined in the WFRC long-range plan, was identified as the preferred alternative at the conclusion of a locally prepared alternatives analysis. The EIS will build on the results of the local alternatives analysis and evaluate other reasonable alternatives in accordance with appropriate statutes and regulations.

The EIS will be prepared in accordance with section 102(2)(c) of the National Environmental Policy Act of 1969 (NEPA) and pursuant to the Council on the Environmental Quality's regulations (40 CFR parts 1500-1508), FTA/FHWA joint regulations (23 CFR 771) as well as provisions of the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of this notice is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives, to invite public participation in the NEPA process (including providing comments on the scope of the DEIS), and to announce that