

he has driven tractor-trailer combinations for 35 years, accumulating 4.2 million miles. He holds a Class A CDL from North Carolina. His driving record shows no accidents or convictions for moving violations in a CMV during the last 3 years.

23. Donald J. Snider

Mr. Snider, 54, has amblyopia in his left eye. His best-corrected visual acuity in the right eye is 20/20 and in the left, 20/200. His ophthalmologist examined him in 2003 and certified, "His situation is stable and I feel he has sufficient vision to continue operating a commercial vehicle." Mr. Snider reported that he has driven straight trucks for 3 years, accumulating 22,000 miles. He holds a chauffeur's license from Indiana. His driving record shows no accidents or convictions for moving violations in a CMV during the last 3 years.

24. Ralphis L. Tisdale

Mr. Tisdale, 61, lost his right eye due to an injury at age 13. The visual acuity in his left eye is 20/15. Following an examination in 2002 his optometrist stated, "I believe Mr. Tisdale has sufficient vision to perform any driving tasks required of him to operate a commercial vehicle." Mr. Tisdale reported that he has driven straight trucks for 25 years, accumulating 1.3 million miles, and tractor-trailer combinations for 7 years, accumulating 385,000 miles. He holds a Class A CDL from Arkansas. His driving record for the last 3 years shows no accidents or convictions for moving violations in a CMV.

25. Jesse L. Townsend

Mr. Townsend, 60, has amblyopia in his left eye. His best-corrected visual acuity in the right eye is 20/20 and in the left, 20/200. Following an examination in 2002, his ophthalmologist certified, "In my opinion this patient has sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Townsend reported that he has driven straight trucks for 42 years, accumulating 2.9 million miles, tractor-trailer combinations for 30 years, accumulating 2.1 million miles, and buses for 5 years, accumulating 50,000 miles. He holds a Class D chauffeur's license from Louisiana. His driving record for the last 3 years shows no accidents or convictions for moving violations in a CMV.

26. Thomas A. Valik, Jr.

Mr. Valik, 38, had a tumor removed from his left eye in 1985. His visual

acuity in the right eye is 20/20 and in the left, no light perception. Following an examination in 2003, his optometrist certified, "There is no visual or ocular reason why he would be unable to safely operate a commercial vehicle." Mr. Valik submitted that he has driven straight trucks and tractor-trailer combinations for 15 years, accumulating 375,000 miles in each. He holds a Class A CDL from Michigan. His driving record shows no accidents or convictions for moving violations in a CMV during the last 3 years.

27. Thomas D. Walden

Mr. Walden, 50, has been blind in his left eye due to corneal scarring since age 9. His visual acuity in the right eye is 20/15 with correction. Following an examination in 2003, his ophthalmologist certified, "I believe that if Mr. Walden is accustomed to driving a commercial vehicle that he should meet the criteria for continuing to drive with his current ocular status." Mr. Walden reported that he has driven straight trucks for 23 years, accumulating 1.1 million miles, and tractor-trailer combinations for 10 years, accumulating 500,000 miles. He holds a Class A CDL from Georgia. His driving record for the last 3 years shows no accidents or convictions for moving violations in a CMV.

28. James A. Welch

Mr. Welch, 41, has amblyopia in his left eye. The visual acuity in his right eye is 20/20 and in the left, 20/200. Following an examination in 2002, his optometrist certified, "Mr. Welch shows a good driving history for many years and has sufficient vision to operate a commercial vehicle." Mr. Welch reported that he has driven straight trucks for 21 years, accumulating 1.1 million miles, and tractor-trailer combinations for 2 years, accumulating 52,000 miles. He holds a Class A CDL from New Hampshire. His driving record for the last 3 years shows one accident and no convictions for moving violations in a CMV. According to the police report, Mr. Welch's truck was struck in the rear while he was waiting to merge into traffic. Mr. Welch was not cited.

29. John M. Whetham

Mr. Whetham, 58, was born with no vision in his right eye. The best-corrected visual acuity in his left eye is 20/20. Following an examination in 2003, his optometrist certified, "In my opinion, from my examination and the visual fields, Mr. Whetham has sufficient vision to perform the driving tasks required for his commercial

license." Mr. Whetham reported that he has driven straight trucks and tractor-trailer combinations for 32 years, accumulating 256,000 miles in the former and 1.2 million miles in the latter. He holds a Class A CDL from Montana. His driving record for the last 3 years shows no accidents or convictions for moving violations in a CMV.

30. Michael E. Yount

Mr. Yount, 46, lost his left eye due to an injury at age 17. His best-corrected visual acuity in the right eye is 20/20. Following an examination in 2003, his optometrist certified, "It is my professional opinion that Mr. Yount is able to visually meet the demands of driving a commercial vehicle." Mr. Yount reported that he has driven straight trucks for 3 years, accumulating 75,000 miles, and tractor-trailer combinations for 20 years, accumulating 1.0 million miles. He holds a Class A CDL from Idaho. His driving record for the last 3 years shows no convictions for moving violations in a CMV.

Request for Comments

In accordance with 49 U.S.C. 31315 and 31136(e), the FMCSA requests public comment from all interested persons on the exemption petitions described in this notice. We will consider all comments received before the close of business on the closing date indicated earlier in the notice.

Issued on: August 28, 2003.

Pamela M. Pelcovits,

Acting Associate Administrator, Policy and Program Development.

[FR Doc. 03-22567 Filed 9-4-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2003-15024]

Notice of Request for Renewal of a Currently Approved Information Collection: Financial Responsibility for Motor Carriers of Passengers and Motor Carriers of Property

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

ACTION: Notice.

SUMMARY: The FMCSA announces that the Information Collection Request (ICR) described in this notice is being sent to the Office of Management and Budget (OMB) for review and approval pursuant to the Paperwork Reduction Act of 1995. On May 30, 2003, the

FMCSA published a "Notice of Request for Renewal of a Currently Approved Information Collection: Financial Responsibility for Motor Carriers of Passengers and Motor Carriers of Property" in the **Federal Register**. Comments on the proposed information collection burden were solicited. No comments regarding the ICR were received.

DATES: Comments must be submitted on or before October 6, 2003.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503, *Attention:* DOT Desk Officer. We particularly request your comments on whether the collection of information is necessary for the FMCSA to meet its goals of reducing truck crashes, including whether the information is useful to this goal; the accuracy of the estimate of the burden of the information collection; ways to enhance the quality, utility and clarity of the information collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms on information technology.

FOR FURTHER INFORMATION CONTACT: Ms. Marian Lee, (202) 385-2423, Insurance Compliance Division (MC-ECI), Federal Motor Carrier Safety Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., *e.t.*, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Financial Responsibility for Motor Carrier of Passengers and Motor Carriers of Property.

OMB Control Number: 2126-0008.

Background: The Secretary of Transportation is responsible for implementing regulations which establish minimal levels of financial responsibility for: (1) Motor carriers of property to cover public liability, property damage, and environmental restoration, and (2) for-hire motor carriers of passengers to cover public liability and property damage. The Endorsement for Motor Carrier Policies of Insurance for Public Liability (Form MCS-90/90B) and the Motor Carrier Public Liability Surety Bond (Form MCS-82/82B) contain the minimum amount of information necessary to document that a motor carrier has obtained, and has in effect, the minimum levels of financial responsibility as set forth in applicable regulations (motor carriers of property—

49 CFR 387.9; and motor carrier of passengers—49 CFR 387.33). FMCSA and the public can verify that a motor carrier of property or passengers has obtained, and has in effect, the required minimum levels of financial responsibility, by use of the information embraced within these documents.

Respondents: Insurance and surety companies of motor carriers of property (Form MCS-90 and Form MCS-82) and motor carriers of passengers (Form MCS-90B and Form MCS-82B).

Average Burden Per Response: Two minutes to complete the Endorsement for Motor Carrier Policies of Insurances for Public Liability or the Motor Carrier Public Liability Surety Bond; one minute to file the Motor Carrier Public Liability Surety Bond; one minute to have either document on board the vehicle (foreign-domiciled motor carriers only). These endorsements are maintained at the motor carrier's principal place of business (49 CFR 387.7(iii)(d)).

Estimated Total Annual Burden: 5,285 hours.

Frequency: Upon creation, change, or replacement of an insurance policy or surety bond.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.73.

Issued on: August 8, 2003.

Warren E. Hoemann,
Deputy Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Sussex County, DE

AGENCIES: Federal Highway Administration (FHWA) and the Delaware Department of Transportation (DelDOT).

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway improvement project in northern Sussex County, Delaware.

FOR FURTHER INFORMATION CONTACT: Mr. Robert F. Kleinburd, Realty and Environmental Program Manager, Federal Highway Administration, Delaware Division, J. Allen Frear Federal Building, 300 South New Street, Room 2101, Dover, DE 19904; Telephone: (302) 734-2966; or Mr. Monroe C. Hite, III, P.E., Project

Manager, Delaware Department of Transportation, 800 Bay Road, P.O. Box 778, Dover, DE 19903; Telephone: (302) 760-2120. DelDOT Public Relations office (800) 652-5600 (in DE only).

SUPPLEMENTARY INFORMATION: The Federal Highway Administration (FHWA), in cooperation with the Delaware Department of Transportation (DelDOT), will prepare an Environmental Impact Statement (EIS) to consider the construction of a potential new alignment in northern Sussex County, Delaware. The proposed limited access facility could connect two existing highways (U.S. Route 113 and Delaware Route 1), which pass through a rapidly developing commercial area in the City of Milford, Delaware.

DelDOT is currently undertaking a planning study (US 113 North/South Study) to consider improvements for the U.S. Route 113 corridor from the vicinity of Delaware Route 1 north of the City of Milford south to the Delaware/Maryland State Line. The US 113 North/South Study is the next step in the overall planning process for this corridor. This effort will be a follow-up to a previously completed feasibility study (Sussex County North-South Transportation Feasibility Study) in July 2001. The data and findings from the feasibility study indicate that a new alignment bypassing the existing U.S. Route 113 may be considered in the Milford Area.

The US 113 North/South Study recommends that the Milford Area (area in and around the City of Milford located in northern Sussex County, Delaware) should be studied separately from the remaining U.S. Route 113 corridor, south to the Maryland State Line. Because of the potential for a new alignment alternative and the resulting potential for significant impacts on the human environment, the FHWA has determined that an EIS is the appropriate documentation for the Milford Area study.

A program of public involvement and coordination with Federal, State, and local agencies has been initiated. Both agency and public involvement will continue throughout project development. Comments are being solicited from appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public scoping meetings will be held. Additional informational meetings will be scheduled during the course of the study. In addition, a formal public hearing will be held after the draft EIS