

PSD), (202) 366-2990, Department of Transportation, FMCSA, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 31315 and 31136(e), FMCSA may grant an exemption from the Federal vision standard for a renewable 2-year period if it finds such an exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such an exemption (49 CFR 381.305(a)).

Accordingly, FMCSA evaluated 81 individual exemption requests on their merits and made a determination that these applicants do not satisfy the criteria established to demonstrate that granting an exemption is likely to achieve an equal or greater level of safety than exists without the exemption. Each applicant has, prior to this notice, received a letter of final disposition on his/her individual exemption request. Those decision letters fully outlined the basis for the denial and constitute final agency action. The list published today summarizes the agency's recent denials as required under 49 U.S.C. 31315(b)(4) by periodically publishing names and reason for denials.

The following 42 applicants lacked sufficient recent driving experience over three years:

Anagnostou, Hristodoulos G.
Anderson, Marvin E.
Beermann, Gary W.
Casson, Robert A.
Chandler, Bobby Lee
Davis, Bernice F.
DeZutel, Jr., Edmund F.
Dijkers, Kenneth J.
Dixon, Russell R.
Eckenroth, Ronald C.
Garcia, Humberto
Gruszecki, Ronald J.
Hetteroth, Anthony D.
Hildebrand, Todd A.
Holt, Lane D.
Houser, Leonard J.
Irwin, Ronald R.
Kosen, Lance B.
Kyle, Everett R.
Lopez, Jose A.
Luff, Timothy L.
Mackey, Ray C.
McCoy, Rickie
Mitchell, Allen R.
Mumaw, David P.
Noonan, Robert
Norman, Anthony J.
Partridge, Gary S.

Pender, Scott W.
Rooker, Jr., John H.
Russler, James S.
Shirk, Dean R.
Sopko, Michael
Thompson, Robert M.
Tucker, Raymond R.
VanWormer, John R.
Vette, Charles
Voltz, Jeffrey A.
Walker, Scott C.
Warren, Claude E.
Widener, Wallis G.
Wood, Nathen G.

Two applicants, Ms. Debra K. Anderson and Mr. David Williford, do not have experience operating a commercial motor vehicle (CMV) and therefore presented no evidence from which FMCSA can conclude that granting the exemption is likely to achieve a level of safety equal to that existing without the exemption.

The following 15 applicants do not have 3 years of experience driving a CMV on public highways with the vision deficiency:

Beanblossom, Theodore
Cardwell, David G.
Fitzgerald, David P.
Gamble, Charles E.
Gebhardt, Randy N.
Huelster, Randy L.
Latham, Bernard
Lefew, Charlie H.
Marlatt, George
Presholt, David M.
Sowders, James R.
Storm, Stacey L.
Tart, Tony M.
White, James F. E.
Wolfe, Michael D.

The following 7 applicants do not have 3 years of recent experience driving a CMV with the vision deficiency:

Clark, Sr., Freddie C.
Colvin, David L.
DeBruler, Gregory L.
Glaser, Harlan D.
Hall, Samuel D.
Leonard, Sr., Robert L.
Wallace, Billy G.

One applicant, Mr. Richard L. Gandee, does not need the exemption because he meets the vision requirements of 49 CFR 391.41(b)(10).

The following 6 applicants' commercial drivers' licenses were suspended during the 3-year period because of a moving violation. Applicants do not qualify for an exemption with a suspension during the 3-year period.

Figuroa, Gerardo
Green, Britt A.
Harris, Robert A.

Hilby, Glen G.
Ogburn, Will H.
Weber, Chic

The following 4 applicants contributed to a crash while operating a CMV, which is a disqualifying offense.

Grubbs, Bobby D.
Jones, Harold D.
Risch, Michael J.
Ward, Dennis

Two applicants, Mr. Dick A. Schwab and Mr. Edward K. Flood, did not hold licenses which allow operation of a CMV over 10,000 pounds gross vehicle weight rating for all or part of the 3-year period.

One applicant, Mr. Paul T. Breitigan, has a vision deficiency that has been unstable during the 3-year period.

One applicant, Mr. John C. Mason, refused to provide required documentation and therefore presented no verifiable evidence from which FMCSA can conclude that granting the exemption is likely to achieve a level of safety equal to that existing without the exemption.

Issued on: July 23, 2004.

Rose A. McMurray,

Associate Administrator for Policy and Program Development.

[FR Doc. 04-17412 Filed 7-29-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-04-18698]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before September 28, 2004.

ADDRESSES: Comments must refer to the docket notice numbers cited at the beginning of this notice and be submitted to Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB clearance Number. It is requested, but not required, that 2 copies of the comment be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT: Complete copies of each request for collection of information may be obtained at no charge from Delmas Johnson, NHTSA 400 Seventh Street, SW., Room 5312, NPO-200, Washington, DC 20590. Mrs. Johnson's telephone number is (202) 366-1788. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected;

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.*, permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

Title: Generic Clearance for Customer and External Stakeholder Surveys.
OMB Control Number: 2127-0579.

Affected Public: Individuals or households are primary survey respondents. Businesses or other for-profit, not-for-profit institutions, Federal agencies, and State, local or tribal governments are other possible survey respondents.

Abstract: Executive Order 12862, mandates that agencies survey their customers to identify the kind and quality of services they want and their level of satisfaction with existing services. Other requirements include the Governmental Performance and Results Act (GPRA) of 1993 which promotes a new focus on results, service quality, and customer satisfaction. NHTSA will use surveys of the public and other external stakeholders to gather data as one input to decision-making on how to better meet the goal of improving safety on the nation's highways. The data gathered on public expectations, NHTSA's products and services, along with specific information on motor vehicle crash related issues, will be used by the agency to better structure its processes and products, forecast safety trends and achieve the agency's goals.

Estimated Annual Burden: 13,468.

Number of Responses: 131,334.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Delmas Maxwell Johnson,

Associate Administrator for Administration.

[FR Doc. 04-17432 Filed 7-29-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34508]

Central Railroad Company of Indianapolis—Lease and Operation Exemption—CSX Transportation, Inc.

The Central Railroad Company of Indianapolis, Chicago, Ft. Wayne & Eastern Railroad Division (CFER), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease and operate, pursuant to an agreement with CSX

Transportation, Inc. (CSXT), approximately 273 miles of rail line as follows: (1) The Fort Wayne line between Adams, IN, milepost QF 314.0 and Crestline, OH, milepost QF 191.3; (2) the Fort Wayne Secondary between Tolleston, IN, milepost QF 441.8, and Adams, IN, milepost QF 314.0; (3) the Decatur Second between Adams, IN, milepost QFD 86.6, and Decatur, IN, milepost QFD 70.4; and (4) the Spore Industrial Track between Bucyrus, OH, milepost QFS 69.32, and Spore, OH, milepost QFS 62.85. In addition, CFER will acquire incidental trackage rights over New York Central Lines LLC's (NYC) Fort Wayne Secondary, operated by CSXT, between approximate milepost PC 441.0 near Tolleston, IN, and the connection of NYC's East-West Line, operated by CSXT, with lines of Indiana Harbor Belt Railroad Company (IHB) at IHB milepost 7.0 approximately at Calumet Park, IL, via: (1) NYC's Fort Wayne Secondary between milepost 441.0 and connection of Fort Wayne Secondary with CSXT's Porter Branch at Porter Branch milepost 255.1 at Tolleston; (2) Porter Branch between milepost 255.1 and connection of Porter Branch with CSXT's East-West Line at Porter Branch milepost 259.5 at CP Ivanhoe, IN; and (3) East-West Line between milepost 255.1 and the connection of the East-West Line with IHB-owned trackage at approximately IHB milepost 7.0 at Calumet Park, IL, a total distance of approximately 12.2 miles.¹

Because CFER's projected annual revenues will exceed \$5 million, CFER certified to the Board on May 20, 2004, that it sent the required notice of the transaction on May 18, 2004, to the national offices of all labor unions representing employees on the line and posted a copy of the notice at the workplace of the CSXT employees on the affected lines on May 18, 2004. See 49 CFR 1150.42(e).² The transaction is scheduled to be consummated on August 1, 2004.

If the verified notice contains false or misleading information, the exemption

¹ CFER indicates that it is negotiating an agreement with CSXT for CFER's lease and operation of the line.

² On June 30, 2004, CFER requested a waiver of the Board's 60-day advance notice requirements at 49 CFR 1150.42(e) as to four employees of Norfolk Southern Railway Company (NS) in Pittsburgh, PA, who dispatch the line and who may be affected by this transaction. The Board granted this waiver request in a decision served July 15, 2004, so that the transaction could go forward without waiting until 60 days after certification that notice had been posted for the NS dispatchers, but directed that notice of the transaction be posted no later than July 19, 2004, at the workplace of the four NS dispatchers. In a letter filed on July 19, 2004, NS certified that such notice was posted on that date.