

Second tier (Tier 2) documents involve environmental analyses and review that address a narrower geographic area, a more focused set of issues, and a specific proposed action. A Tier 2 document relies on a summary of the work in a Tier 1 document relative to broad environmental issues, which avoids unnecessary repetition. This also allows the Tier 2 document to be focused on the project impacts based on the additional details, such as design, construction, and operation of the proposed project, available in later stages of project planning.

The Tier 1 EIS will evaluate alternatives for corridors ranging from 500 to 1,000 feet wide. The 500 foot wide segments will be at the east and west ends near the State route connections. The 1,000 foot wide central segment will be generally from Fiddyment Road to Pleasant Grove Road. Because of pending and anticipated urban development in the vicinity, completing a Tier 1 EIS is critical to corridor preservation. When the Tier 1 EIS is completed, the selected corridor will be protected by acquiring key properties, securing rights in property, or other suitable means.

As a separate project in the future, a Tier 2 document would be prepared to evaluate the future transportation facility alignment or footprint within the selected corridor. This project-level environmental review would examine potential impacts, costs, and mitigation for construction and operation of the transportation facility.

The Placer Parkway concept was developed by the following two planning studies, both of which were adopted by the Placer County Transportation Planning Agency (PCTPA) and SACOG. Copies of these studies are available on PCTPA's Web site: <http://www.pctpa.org>.

The 2000 Placer Parkway Conceptual Study provided a preliminary scope, project goals/policies, concept alignment alternatives, and a funding strategy. The 2001 Placer Parkway Project Study Report (PSR) clarified policy direction, identified and evaluated several concept corridor alternatives for programming purposes, and identified a number of potential impacts, including impacts to air quality, biological resources, cultural resources, floodplains, hazardous waste, soils and seismicity, water quality, noise, land use, socio-economics, and public services.

A new transportation model will be developed and environmental information will be collected and mapped. Conceptual corridor alternatives identified in the Conceptual

Plan and the PSR will be refined and new corridor alternatives will be developed. Corridor alternatives will be screened using transportation, environmental, and engineering criteria. This process will establish the corridor alternatives to be considered in the Tier 1 EIS.

Public meetings will be held to present the identified alternatives for evaluation in the Tier 1 EIS. Public scoping meetings will be held in:

- Placer County—Monday, October 6, 2003, 4 to 8 p.m. Maidu Community Center, Meeting Rooms 1 & 2, 1550 Maidu Drive, Roseville, CA 95661
- Sutter County—Thursday, October 9, 2003, 4 to 8 p.m. Pleasant Grove School, 3075 Howsley Road, Pleasant Grove, CA 95678

To ensure that a full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action or the Tier 1 EIS should be directed to the FHWA at the address provided above or to Celia McAdam, Executive Director, PCTPA, 550 High Street, Suite 107, Auburn, CA 95603.

Issued on: September 12, 2003.

**Leland Dong,**

*North Region Team Leader, Sacramento, California.*

[FR Doc. 03-23836 Filed 9-17-03; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

**[Docket Nos. FMCSA-98-4334, FMCSA-99-5578, FMCSA-99-6480, FMCSA-2000-7363, FMCSA-2000-7918, FMCSA-2001-9258, FMCSA-2001-9561]**

### 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 26 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 September 23, 2003. Comments from interested persons should be submitted by October 20, 2003.

**ADDRESSES:** You may submit comments identified by DOT DMS Docket Numbers FMCSA-98-4334, FMCSA-99-5578, FMCSA-99-6480, FMCSA-2000-7363, FMCSA-2000-7918, FMCSA-2001-9258, and FMCSA-2001-9561 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 docket 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:** Ms. Sandra Zywockarte, Office of Bus and Truck Standards and Operations, (202) 366-2987, FMCSA, Department of Transportation, 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:

**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 2-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 26 individuals who have requested renewal of their exemptions in a timely manner. The FMCSA has evaluated these 26 applications for renewal on their merits and decided to extend each exemption for a renewable 2-year period. They are:

Grady L. Black, Jr.  
 Thomas B. Blish  
 John A. Chizmar  
 Billy M. Coker  
 Weldon R. Evans  
 Richard L. Gagnebin  
 James P. Guth  
 Rayford R. Harper  
 James W. Harris  
 William N. Hicks  
 Paul M. Hoerner  
 Edward E. Hooker  
 Donald A. Jahr  
 Charles L. Lovern  
 Craig M. Mahaffey  
 Michael S. Maki  
 Howard R. Payne  
 Kenneth A. Reddick  
 Leonard Rice, Jr.  
 John A. Sortman  
 Edd J. Stabler  
 James T. Sullivan  
 Steven C. Thomas  
 Edward A. Vanderhei  
 Larry J. Waldner

Edward W. Yeates, Jr.

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 medical examination; and (3) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file and retain a copy of the certification on his/her person while driving for presentation to a duly authorized Federal, State, or local enforcement official. Each exemption will be valid for 2 years unless rescinded earlier by the FMCSA. The exemption will be rescinded if: (1) The person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31315 and 31136(e).

#### Basis for Renewing Exemptions

Under 49 U.S.C. 31315(b)(1), an exemption may be granted for no longer than 2 years from its approval date and may be renewed upon application for additional 2-year periods. In accordance with 49 U.S.C. 31315 and 31136(e), each of the 26 applicants has satisfied the entry conditions for obtaining an exemption from the vision requirements (63 FR 66226, 64 FR 16517, 66 FR 41656, 64 FR 27027, 64 FR 51568, 66 FR 48504, 64 FR 68195, 65 FR 20251, 65 FR 45817, 65 FR 77066, 65 FR 66286, 66 FR 13825, 66 FR 17743, 66 FR 33990, 66 FR 30502, 66 FR 41654). Each of these 26 applicants has requested timely renewal of the exemption and has submitted evidence showing that the vision in the better eye continues to meet the standard specified at 49 CFR 391.41(b)(10) and that the vision impairment is stable. In addition, a review of each record of safety while driving with the respective vision deficiencies over the past 2 years indicates each applicant continues to meet the vision exemption standards. These factors provide an adequate basis for predicting each driver's ability to continue to drive safely in interstate commerce. Therefore, the FMCSA

concludes that extending the exemption for each renewal applicant for a period of 2 years is likely to achieve a level of safety equal to that existing without the exemption.

#### Comments

The FMCSA will review comments received at any time concerning a particular driver's safety record and determine if the continuation of the exemption is consistent with the requirements at 49 U.S.C. 31315 and 31136(e). However, the FMCSA requests that interested parties with specific data concerning the safety records of these drivers submit comments by October 20, 2003.

In the past the FMCSA has received comments from Advocates for Highway and Auto Safety (Advocates) expressing continued opposition to the FMCSA's procedures for renewing exemptions from the vision requirement in 49 CFR 391.41(b)(10). Specifically, Advocates objects to the agency's extension of the exemptions without any opportunity for public comment prior to the decision to renew, and reliance on a summary statement of evidence to make its decision to extend the exemption of each driver.

The issues raised by Advocates were addressed at length in 66 FR 17994 (April 4, 2001). The FMCSA continues to find its exemption process appropriate to the statutory and regulatory requirements.

Issued on: September 12, 2003.

**Pamela M. Pelcovits,**

*Office Director, Policy, Plans, and Regulation.*  
 [FR Doc. 03-23881 Filed 9-17-03; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Petition for a Waiver of Compliance

In accordance with Title 49, Code of Federal Regulations (CFR), §§ 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of Federal railroad safety regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.