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Joe Hebert,

Manager, Financial Analysis and Passenger Facility Charge Branch.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2006-24264]

Agency Information Collection Activities; Request for Comment; Renewal of Existing Information Collection: Annual and Quarterly Reports of Class I Motor Carriers of Passengers (Formerly OMB 2139-0003)

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

ACTION: Notice and request for comments; correction.

SUMMARY: On April 10, 2006, FMCSA published a notice and request for comments in the **Federal Register** (71 FR 18136), announcing its plan to submit to the Office of Management and Budget (OMB) a request to renew a currently-approved information collection for Class I Motor Carriers of Passengers, Form MP-1, Annual and Quarterly Reports. This notice corrects the docket number published in the April 10, 2006, notice.

FOR FURTHER INFORMATION CONTACT: Ms. Toni Proctor, Office of Research and Analysis, Federal Motor Carrier Safety Administration, 400 Seventh Street, SW., Washington, DC 20590; phone: (202) 366-2998; fax: (202) 366-3518; e-mail: toni.proctor@fmcsa.dot.gov.

SUPPLEMENTARY INFORMATION: FMCSA published a notice and request for comments in the **Federal Register** on April 10, 2006. In that document, FMCSA announced its plan to submit to OMB a request to renew a currently-approved information collection for Class I Motor Carriers of Passengers, Form MP-1, Annual and Quarterly Reports. That notice included an incorrect docket number (FMCSA-2006-24624) in both the heading and the addresses section. This correction notice provides the accurate docket number (FMCSA-2006-24264) for this matter.

Issued on: May 2, 2006.

Warren E. Hoemann,
Acting Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Availability of Grant Program Funds for Commercial Driver's License Program Improvements

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

ACTION: Notice.

SUMMARY: This document announces the availability of Commercial Driver's License Program Improvement (CDLPI) grant funding as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This act establishes a program for the improvement of the commercial driver's license (CDL) program. The program is a discretionary grant program funded by a single source. It provides funding for improving implementation of the State's CDL program, including expenses for computer hardware and software, publications, testing, personnel, training, and quality control. Grants made under this program may not be used to rent, lease, or buy land or buildings. The Agency in each State designated as the primary driver licensing agency responsible for the development, implementation, and maintenance of the CDL program is eligible to apply for and receive grant funding.

DATES: Applications for grant funding should be sent to the FMCSA Division Office in the State where the applicant is located no later than June 8, 2006. Specific information required with the application is provided below.

FOR FURTHER INFORMATION CONTACT: Mr. Lloyd Goldsmith, Federal Motor Carrier Safety Administration, Office of Safety Programs, Commercial Driver's License Division (MC-ESL), 202-366-2964, 400 Seventh Street, SW., Room 8310, Washington, DC 20590. Office hours are from 8 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Section 4124 of SAFETEA-LU (Pub. L. 109-59, August 10, 2005, 119 Stat. 1736) established CDLPI grants to implement the requirements of the CDL program created by the Commercial Motor Vehicle Safety Act of 1986 (CMVSA) and its amending legislation. The goal of the act is to improve highway safety by ensuring that drivers of large trucks and buses are qualified to operate those vehicles and to remove unsafe and unqualified drivers from the

highways. The act retained the State's right to issue a driver's license but established minimum national standards which States must meet when licensing commercial motor vehicle (CMV) drivers.

Congress found that one of the leading factors operating against CMV safety was the possession of multiple licenses by commercial drivers. Multiple licenses allowed drivers to spread their traffic violations over a number of licenses and maintain a "good driver" rating regardless of the number of violations they may have acquired in one or more States. In response to the States' concerns, CMVSA directed DOT to establish Federal minimum standards for licensing, testing, qualification, and classification of commercial drivers. These standards were designed to prohibit commercial drivers from possessing more than one commercial license, require that commercial drivers pass meaningful written and driving tests, include special qualifications for hazardous materials drivers, and establish disqualifications and penalties for drivers convicted of the traffic violations specified in 49 CFR 383.51. States that failed to comply with the requirements imposed by DOT would be subject to withholding of a percentage of their highway funds. To enable the States to fully implement the provisions of the act, Congress required that DOT create a national Commercial Driver's License Information System (CDLIS) that would enable the States to communicate and exchange driver license information.

The Agency has been providing grant funds to States to support CDL program activities since the inception of the program. CMVSA authorized DOT, working in partnership with the States, to assist the States in implementation of the CDL program by expending \$60 million in order to meet the goals established by Congress. These funds were to be used to develop the knowledge and skills tests, to create a CDLIS telecommunications network connecting all State Departments of Motor Vehicles (DMVs), to create national computer software to support each State in sharing information between the DMVs, to implement the testing and licensing procedures of each State, and to implement in each State an information system that would support the program. Congress continued to provide funding in subsequent years to continue to improve the program or to implement new program initiatives and systems enhancements mandated by subsequent legislation.