

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement;
Cidra-Cayey Connector, Puerto Rico**

AGENCY: Federal Highway Administration (FHWA), DOT.

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 the Cidra-Cayey Connector in the east center area of Puerto Rico. The purpose of the EIS is to provide information and analyses for decisions on the project in accordance with the policies and purposes of the National Environmental Policy Act.

FOR FURTHER INFORMATION CONTACT: Félix Rodríguez, P.E., Federal Highway Administration, Puerto Rico Division, 350 Carlos Chardon Street, Suite 210, San Juan, Puerto Rico 00918, Telephone (787) 766-5600 Ext. 230; or Ms. Irma García, P.E., Programming and Special Studies Area, Puerto Rico Highway and Transportation Authority, PO Box 42007, San Juan, Puerto Rico, 00940-2007, Telephone (787) 729-1580.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Commonwealth of Puerto Rico Department of Transportation and Public Works (PRDTPW), through its Highway and Transportation Authority (HTA), will prepare a joint environmental impact statement (EIS) on a proposal to construct a new roadway in the municipality of Cidra. The proposed action consists of the construction of a new roadway which will provide the municipality of Cidra and bordering districts with an access from Cidra to PR-52. The new highway will begin in existing PR-7733 and end in PR-52 or PR-184, depending on the alternative that will be selected during the environmental process. The route will have partial access control.

A State, non-Federal, Draft Environmental Impact Statement (DEIS) was prepared for the proposed project in the year 2000 and public hearings were held in the same year. Since the 2000, technical studies identified environmental and socio-economic factors which warranted the consideration of additional alternatives beyond the ones studied for the original preferred alternative presented in the DEIS. As a result, the FHWA in cooperation with the PRHTA will prepare an EIS.

Alternatives under consideration include: No-Build; Transportation System Management (TSM) activities;

upgrade existing roadways; Mass Transit; and five alignment alternatives to construct a new roadway on a new location. The new alignment of the road is necessary to relieve traffic congestion along existing PR-172 and in areas which have experienced a traffic increase such as the PR-7733 and PR-787.

As part of the scoping process, Federal, State, and local agencies, private organizations, citizens and interest groups will have an opportunity to identify issues of concern and provide input on the purpose and need for the project, range of alternatives, methodology, and the development of the EIS. A public coordination plan will be developed. This plan will utilize the following outreach efforts to provide information and request input: newsletters, an internet Web site, e-mail and direct mail, informational meetings and briefings, public hearings, and other efforts, as necessary and appropriate. A public hearing will be held upon completion of the DEIS. The DEIS will be available for public and agency review and comments prior to the public hearings.

To ensure that the full range of issues and alternatives related to this proposed action is addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposed action, the EIS and Section 106 consultation should be directed to FHWA at the address provided above.

(Catalogue of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: April 5, 2007.

Félix Rodríguez-Soto,
Puerto Rico Assistant Division
Administrador.

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DEPARTMENT OF TRANSPORTATION**Federal Motor Carrier Safety
Administration**

[Docket Nos. FMCSA-02-12423, FMCSA-02-12844, FMCSA-04-19477, 04-17984]

**Qualification of Drivers; Exemption
Renewals; Vision**

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA previously announced its decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 11 individuals. FMCSA has statutory authority to exempt individuals from the vision requirement if the exemptions granted will not compromise safety. The Agency has reviewed the comments submitted in response to the previous announcement and 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.

FOR FURTHER INFORMATION CONTACT: Dr. Mary D. Gunnels, Chief, Physical Qualifications Division, (202) 366-4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 400 Seventh Street, SW., Room 8301, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:**Electronic Access**

You may see all the comments online through the Document Management System (DMS) at <http://dmses.dot.gov>.

Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption 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 statute also allows the Agency to renew exemptions at the end of the 2-year period. The comment period ended on March 8, 2007.

Discussion of Comments

FMCSA received three comments in these proceedings. The comments were considered and discussed below.

Ms. Sachau believes that the approval or renewal of vision exemptions make the roads much more dangerous.

A review of each record for safety while driving with the respective vision deficiencies over the past two years indicates each applicant continues to meet the vision exemption standards. To evaluate the effect of these exemptions on safety, FMCSA considered not only the medical reports about the applicants' vision, but also their driving records and experience with the vision deficiency. To qualify for an exemption from the vision