

traffic and traffic signals is generally required because distances between them are more compact. These conditions tax visual capacity and driver response just as intensely as interstate driving conditions. The veteran drivers in this proceeding have operated CMVs safely under those conditions for at least 3 years, most for much longer. Their experience and driving records lead us to believe that each applicant is capable of operating in interstate commerce as safely as he/she has been performing in intrastate commerce. Consequently, FMCSA finds that exempting these applicants from the vision standard in 49 CFR 391.41(b)(10) is likely to achieve a level of safety equal to that existing without the exemption. For this reason, the Agency is granting the exemptions for the 2-year period allowed by 49 U.S.C. 31136(e) and 31315 to the 17 applicants listed in the notice of June 24, 2011 (76 FR 37169).

We recognize that the vision of an applicant may change and affect his/her ability to operate a CMV as safely as in the past. As a condition of the exemption, therefore, FMCSA will impose requirements on the 17 individuals consistent with the grandfathering provisions applied to drivers who participated in the Agency's vision waiver program.

Those requirements are found at 49 CFR 391.64(b) and include the following: (1) That each individual be physically examined 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, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

Discussion of Comments

FMCSA received no comments in this proceeding.

Conclusion

Based upon its evaluation of the 17 exemption applications, FMCSA exempts, Danny F. Burnley, Bruce A.

Cameron, Charles E. Carter, Ronald J. Claud, Stewart K. Clayton, Sean R. Conorman, Jackie R. Frederick; Robert E. Graves, Brian P. Millard, Steven D. Nash, Merle M. Price, Terrence F. Ryan, Kirby R. Sands, Dennis W. Stubrich, Stephen W. Verrette, Joseph A. Wells and Leslie H. Wylie from the vision requirement in 49 CFR 391.41(b)(10), subject to the requirements cited above (49 CFR 391.64(b)).

In accordance with 49 U.S.C. 31136(e) and 31315, each exemption will be valid for 2 years unless revoked earlier by FMCSA. The exemption will be revoked 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. 31136 and 31315.

If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: August 5, 2011.

Larry W. Minor,

Associate Administrator Office of Policy.

[FR Doc. 2011-20600 Filed 8-11-11; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA 2011-0001-N-10]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting these information collection requirements for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than October 11, 2011.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New

Jersey Ave., SE., Mail Stop 25, Washington, DC 20590, or Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number 2130-0008." Alternatively, comments may be transmitted via facsimile to (202) 493-6216 or (202) 493-6479, or via e-mail to Mr. Brogan at Robert.Brogan@dot.gov, or to Ms. Toone at Kimberly.Toone@dot.gov. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop 21, Washington, DC 20590 (telephone: (202) 493-6292) or Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6132). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law. 104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60-days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection activities regarding (i) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by

automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(i)–(iv); 5 CFR 1320.8(d)(1)(i)–(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated by Federal regulations. In summary, FRA reasons that comments received will advance three objectives: (i) Reduce reporting burdens; (ii) ensure that it organizes information collection requirements in a “user friendly” format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

Below is a brief summary of the currently approved information collection request (ICR) that FRA will submit for clearance by OMB as required under the PRA:

Title: Inspection Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment (Power Brakes and Drawbars).

OMB Control Number: 2130–0008.

Abstract: Section 7 of the Rail Safety Enforcement and Review Act of 1992, Public Law No. 102–365, amended Section 202 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 421, 431 et seq.), empowered the Secretary of Transportation to conduct a review of the Department’s rules with respect to railroad power brakes and, where applicable, prescribe standards regarding dynamic brake equipment. In keeping with the Secretary’s mandate and the authority delegated from him to the FRA Administrator, FRA issued revisions to the regulations governing freight power brakes and equipment in October 2008 by adding a new Subpart addressing electronically controlled pneumatic (ECP) brake systems. The revisions are designed to provide for and encourage the safe implementation and use of ECT brake system technologies. These revisions contain

specific requirements relating to design, interoperability, training, inspection, testing, handling defective equipment and periodic maintenance related to ECP brake systems. The final rule also identifies provisions of the existing regulations and statutes where FRA is proposing to provide flexibility to facilitate the voluntary adoption of this advanced brake system technology. The collection of information is used by FRA to monitor and enforce current regulatory requirements related to power brakes on freight cars as well as the recently added requirements related to ECP brake systems. The collection of information is also used by locomotive engineers and road crews to verify that the terminal air brake test has been performed in a satisfactory manner.

Form Number(s): None.

Affected Public: Businesses.

Respondent Universe: 559 railroads.

Frequency of Submission: On occasion.

Affected Public: Businesses.
Reporting Burden

CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
229.27: Annual Tests	30,000 Locomotives	30,000 tests	15 minutes	7,500
232.3: Applicability—Cars Not Used in Service ..	559 Railroads	8 cards	10 minutes	1
232.7: Waivers	559 railroads	20 petitions	40 hours	800
232.11: Penalties	559 railroads	1 false record	10 minutes17
232.15: Movement of Defective Equipment—Notice of Defective Car/Locomotive and Restrictions.	1,620,000 cars/locos	128,400 tags	2.5 minutes	5,350
	1,620,000 cars/locos	25,000 notices	3 minutes	1,250
232.17:				
Special Approval Procedure	559 railroads	4 petitions	100 hours	400
Petitions—Pre-Revenue Svc Plans	559 railroads	2 petitions	100 hours	200
Copies of Petitions—Special Approval	559 railroads	4 petitions	40 hours	160
Statements of Interest	Public/Railroads	14 statements	8 hours	112
Comments on Special Approval Procedure Petition.	Public/Railroads	13 comments	4 hours	52
232.103: General Requirements for All Train Brakes.	114,000 cars	70,000 stickers	10 minutes	11,667
232.105: General Requirements For Locomotives.	30,000 locomotives	30,000 forms	5 minutes	2,500
232.107:				
Air Source Requirements—Plans	10 new railroads	1 plan	40 hours	40
Amendments to Plan	50 Existing Plans	10 amendment	20 hours	200
Record Keeping	50 Existing Plans	1,150 records	20 hours	23,000
232.109:				
Dynamic Br. Requirements—Rcd	559 railroads	1,656,000 rcd	4 minutes	110,400
Repair of Inoperative Dynamic Brakes	30,000 locomotives	6,358 records	4 minutes	424
Locomotives w/Inoperative Dynamic Br.	30,000 locomotives	6,358 tags	30 seconds	53
Deactivated Dynamic Brakes: Markings	8,000 locomotives	10 markings	5 minutes	1
Rule Safe Train Handling Procedures	5 new railroads	5 oper. rules	4 hours	20
Amendments	559 railroads	15 amendment	1 hour	15
Over Speed Top Rules—5 MPH Increase ...	559 railroads	5 requests	20.5 hours	103
Locomotive Engineer Certification Programs—Dynamic Brakes Training.	5 new railroads	5 amendments	16 hours	80
232.111:				
Train Information Handling	5 new railroads	5 procedures	40 hours	200
Amendments	100 railroads	100 am. proc.	20 hours	2,000
Reports to Train Crews	559 railroads	2,112,000 rpts	10 minutes	352,000
232.203:				
Training Requirements: Training Programs—Subsequent Years.	15 railroads	5 programs	100 hours	500
Amendments to Written Program	559 railroads	559 am. prog.	8 hours	4,472

CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
Training Records	559 railroads	67,000 records	8 minutes	8,933
Training Notifications	559 railroads	67,000 notices	3 minutes	3,350
Validation/Assessment Plans	559 railroads	1 plan +559 copies	40 hrs./1 min.	49
Amendments to Validation/Assessment Plans.	559 railroads	50 amendment	20 hours	1,000
232.205: Class I Brake Test—Initial Terminal Insp.	559 railroads	1,646,000 notices	45 seconds	20,575
232.207:				
Class I A Brake Tests: 1000 Mile Insp.	559 railroads	25 designations	30 minutes	13
Subsequent Years	559 railroads	1 designation	1 hour	1
Amendments	559 railroads	5 amendments	1 hour	5
232.209: Class II Brake Tests—Intermediate Insp.	559 railroads	1,600,000 comments ...	3 seconds	1,333
232.213:				
Extended Haul Trains—Designations	84,000 train movements.	100 designations	15 minutes	25
Records	84,000 train movements.	25,200 records	20 minutes	8,400
232.303:				
General Requirements—Track Brake Test ..	1,600,000 freight cars ..	5,600 tags	5 minutes	467
Location of Last Track Brake Test/Single Car Test.	1,600,000 freight cars ..	320,000 stenciling	5 minutes	26,667
232.305: Single Car Tests	1,600,000 freight cars ..	320,000 tests/rcds	45 minutes	240,000
232.309: Equipment and Devices—Tests/Calibrations.	640 shops	5,000 tests	30 minutes	2,500
232.403: Design Standards For One-way EOT Devices—Unique Code.	245 railroads	12 requests	5 minutes	1
232.407: Operations Requiring 2-Way EOTs	245 railroads	50,000 commun	30 seconds	417
232.409:				
Inspection and Testing of 2-Way EOTs	245 railroads	450,000 commun	30 seconds	3,750
Testing Telemetry Equipment	245 railroads	32,708 markings	60 seconds	545
232.503:				
Process to Introduce New Brake System Technology—Special Approval.	559 railroads	1 request/letter	60 minutes	1
Pre-Revenue Service Demonstration	559 railroads	1 request	3 hours	3
232.505:				
Pre-Revenue Service Acceptance Testing Plan: Maintenance Procedure—1st Year.	559 railroads	1 procedure	160 hours	160
Subsequent Years	559 railroads	1 amendment	40 hours	40
Amendments	559 railroads	1 petition	67 hours	67
Design Descriptions—Petitions	559 railroads	1 report	13 hours	13
Results Pre-Revenue Service Acceptance Testing.	559 railroads	5 descriptions	40 hours	200
Description of Brake Systems Technologies Previously Used in Revenue Service.				
232.603:				
ECP Requirements Brakes—Configuration Management Plans.	4 railroads	1 plan	160 hours	160
Updated Plans in Subsequent Years	4 railroads	1 plan	160 hours	160
Modification of Standards—Requests	4 railroads	1 request + 4 copies ...	8 hours + 5 minutes	8
RR Statement Affirming Copy of Modification Request to Employee Reps.	4 railroads	4 statements + 24 copies.	60 minutes + 5 minutes	6
Comments on Modification Request	Public/Interested Parties.	4 comments	2 hours	8
232.605:				
ECP Training Programs	4 railroads	4 programs	100 hours	400
Programs in Subsequent Years	4 railroads	2 programs	100 hours	200
ECP Trained Employees	4 railroads	6,409 empl.	8 hrs./24 hrs.	10,512
ECP Trained Employees—Subsequent Yr ..	4 railroads	6,409 empl.	1 hr./8 hrs.	30,264
ECP Trained Employees—Records	4 railroads	6,409 records	4 minutes	855
ECP Trained Employees—Sub. Records ...	4 railroads	6,409 records	4 minutes	428
RR/Contractor Assessment of ECP Training Programs—Amended Plans.	4 railroads	4 amended plans	40 hours	160
232.607:				
ECP Trains Inspection/Testing	4 railroads	10,000 tests + 10,000 notices.	90 minutes + 45 seconds.	15,125
Notification to Locomotive Engineer: Cars Added en Route—Tests/Notifications ..	4 railroads	1,000 tests + 1,000 notices.	60 minutes + 45 seconds.	1,006
Non-ECP Cars Added—Inspections and Tagging of Defective Equipment.	2000 Cars	200 insp. + 400 tags	5 minutes + 2.5 minutes.	34
232.609:				

CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
Handling of Defective Equipment w/ECP Brake Systems—Tagging.	25 Cars	50 tags	2.5 minutes	2
Train in ECP Mode w/Less Than 85% of Cars w/Operative Brakes—Insp. + Tagging.	20 Cars	20 insp. + 40 tags	5 minutes + 2.5 minutes.	3
Freight Cars w/ECP Systems Found with Defective Non-Safety Appliance—Tagging.	75 Cars	150 tags	2.5 minutes	6
Conventional Train Operating with ECP Stand Alone Brake Systems—Tagging.	500 Cars	1,000 tags	2.5 minutes	42
Procedures for Handling ECP Brake System Repairs.	4 railroads	4 procedures	24 hours	96
Submission to FRA of ECP Brake System Repair Locations—Lists.	4 railroads	4 lists	8 hours	32
Notice to FRA of Change in List	4 railroads	1 notification	60 minutes	1
232.611:				
Periodic Maintenance Inspection and Repair of ECP Cars Before Release from Repair Shop or Track.	500 freight Cars	500 inspection and records.	10 minutes	83
Petitions for Special Approval of Pre-Revenue Service Acceptance Testing Plan.	AAR	1 petition + 2 copies	24 hours + 5 minutes ...	24
Single Car Brake Test on ECP Retrofitted Cars.	2,500 freight Cars	2,500 tests/Records	45 minutes	1,875
Modification of Single Car Test Standard	AAR	1 procedure	40 hours	40

Total Responses: 8,677,078.

Total Estimated Total Annual Burden: 990,276 hours.

Status: Regular Review.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC on August 5, 2011.

Kimberly Coronel,

Director, Office of Financial Management, Federal Railroad Administration.

[FR Doc. 2011–20464 Filed 8–11–11; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Availability of a Draft Environmental Impact Report/ Environmental Impact Statement for the California High-Speed Train Project Fresno to Bakersfield Section

AGENCY: Federal Railroad Administration (FRA), United States Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: FRA is issuing this notice to advise the public that a Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) has been prepared for the California High-Speed Train (HST) Project Fresno

to Bakersfield Section (Project). FRA is the lead Federal agency and the California High-Speed Rail Authority (Authority) is the lead state agency for the environmental review process.

The Authority plans to construct and operate a fully grade-separated, dedicated double-track, electric powered, passenger rail, high-speed railroad along a 114-mile corridor between Fresno and Bakersfield, CA. The Project includes stations in downtown Fresno and Bakersfield, and a possible Kings/Tulare Regional Station east of Hanford, CA. A heavy maintenance facility for assembly, testing, and commissioning of trains, train inspection and service, and train overhaul may be constructed in the Fresno to Bakersfield Section.

The Draft EIR/EIS presents the Project's purpose and need, identifies all reasonable alternatives including track alignments, stations, and heavy maintenance facilities as well as the no action alternative, describes the affected environment, analyzes the potential environmental impacts of all the reasonable alternatives and the no action alternative, and identifies appropriate mitigation measures to minimize the potential environmental impacts.

DATES: Written comments on the Draft EIR/EIS for the Fresno to Bakersfield Section should be provided to the Authority on or before September 28, 2011. Public hearings are scheduled on September 20, September 21, and September 22, 2011 in Fresno, CA, Hanford, CA, and Bakersfield, CA

respectively at the times and dates listed in the **ADDRESSES** section below.

ADDRESSES: Written comments on the Draft EIR/EIS should be sent to the California High-Speed Rail Authority, Fresno to Bakersfield EIR/EIS Comments, 770 L Street, Suite 800, Sacramento, CA 95814, through the Authority's Web site at <http://www.cahighspeedrail.ca.gov>, or via e-mail with the subject line "Draft EIR/EIS" at Fresno_Bakersfield@hsr.ca.gov. Comments may also be provided orally or in writing at the public hearings scheduled at the following locations:

- *Fresno, CA*, Tuesday, September 20, 2011, 3 p.m. to 8 p.m., Fresno Convention Center, 848 M Street, Fresno, CA;
- *Hanford, CA*, Wednesday, September 21, 2011, 3 p.m. to 8 p.m., Civic Auditorium, 400 N. Douty Street, Hanford, CA; and
- *Bakersfield, CA*, Thursday, September 22, 2011, 3 p.m. to 8 p.m., Beale Memorial Library, 701 Truxton Avenue, Bakersfield, CA.

FOR FURTHER INFORMATION CONTACT:

Mr. David Valenstein, Chief, Environment and Systems Planning Division, Office of Railroad Policy and Development, Federal Railroad Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., MS–20, Washington, DC 20590 (telephone: 202–493–6368), or Mr. Dan Leavitt, Deputy Director for Environmental Review and Planning, California High-Speed Rail Authority, 770 L Street, Ste. 800, Sacramento, CA 95814 (telephone: 916–324–1541).

SUPPLEMENTARY INFORMATION: