

The proposed tiering approach will allow FHWA and ADOT to evaluate a range of potential corridors within the North-South Corridor Study (NSCS) area boundaries and to broadly evaluate social, economic, and environmental impacts and mitigation approaches in the Tier 1 EIS. In addition, the NSCS area will be expanded to include an adjacent State Route 24 (SR 24) corridor study resulting in an updated study area encompassing the original study area between Interstate 10 (I-10) and U.S. Highway 60 (U.S. 60) and adding the extension of SR 24 from Ironwood Drive to the North-South Corridor in Pinal County, Arizona.

The Tier 1 analysis will utilize technical data obtained thus far in the environmental review process and collect other information as required. If the Record of Decision identifies an Action (Build) corridor alternative, subsequent projects will complete a Tier 2 National Environmental Policy Act (NEPA) review where the agencies will evaluate project-level, site-specific impacts, and required mitigation and commitments.

FOR FURTHER INFORMATION CONTACT:

Aryan Lirange, Senior Urban Engineer, Federal Highway Administration, 4000 N. Central Avenue, Suite 1500, Phoenix, AZ 85012, Telephone: (602) 382-8973, Email: aryan.lirange@dot.gov.

SUPPLEMENTARY INFORMATION: On September 20, 2010, at 75 FR 57327, FHWA, in cooperation with ADOT, issued an NOI to prepare an EIS on a proposed 40-mile-long project along a new route located between U.S. 60 on the north and I-10 on the south, in Pinal County, Arizona. The project is considered necessary to achieve a transportation objective identified in Pinal County's 2008 Regionally Significant Routes for Safety and Mobility. The Study would address current and future transportation needs in an area that currently exceeds existing road capacity and is expected to continue to worsen with the projected increase in traffic demand associated with regional growth. The project scope also incorporates the extension of SR 24 from Ironwood Drive to the NSCS boundary. Information and documents regarding the environmental review process will be made available for the duration of the Tier 1 EIS process on the following Web site: <https://www.azdot.gov/projects/south-central/north-south-corridor-study>.

The Tier 1 EIS will use all existing data including the NSCS Alternatives Selection Report completed in October 2014 and engineering, environmental, and socioeconomic data collected since

the issuance of the original NOI. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision document pursuant to Fixing America's Surface Transportation Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.

Stakeholder and Public Involvement: Stakeholder and public outreach will continue throughout this Tier 1 EIS process to provide opportunities for agency and public input on the study. A public hearing will be held upon release of the Tier 1 Draft EIS for public and agency review.

Alternatives: Corridor alternatives with widths appropriate for the evaluation of the full range of potential impacts will be developed within the updated study area. The Tier 1 EIS will evaluate a reasonable range of "Action" corridor alternatives and the "No Action" alternative.

Environmental Review Process: The Tier 1 EIS will be developed in accordance with Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] part 1500 *et seq.*) implementing NEPA (42 U.S.C. 4321 *et seq.*), and FHWA regulations. The FHWA and ADOT will use a tiered process, as provided for in 40 CFR 1508.28 and in accordance with FHWA guidance, in the completion of the environmental study.

If the Record of Decision indicates that FHWA has selected one of the corridor alternatives as the environmentally preferred alternative, the evaluation of a specific highway alignment within the selected corridor would occur in a subsequent phase of the study. Subsequent Tier 2 assessment(s) would address a proposed highway alignment to be developed within the corridor alternative selected in the Tier 1 EIS, and would incorporate by reference the Tier 1 data, evaluations, and findings. The Tier 2 NEPA evaluation(s) would concentrate on site-specific issues and alternatives relevant to implementing a new highway alignment within the selected Tier 1 alternative corridor, and would identify the environmental consequences and measures necessary to mitigate environmental impacts at a site-specific level of detail.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, 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; U.S.C. 771.123.

Issued on: September 27, 2016.

Karla S. Petty,

Arizona Division Administrator, Federal Highway Administration.

[FR Doc. 2016-23784 Filed 9-30-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2016-0003]

Qualification of Drivers; Exemption Applications; Hearing

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

ACTION: Notice of applications for exemption; request for comments.

SUMMARY: FMCSA announces receipt of applications from 26 individuals for an exemption from the hearing requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) to operate commercial motor vehicles (CMV) in interstate commerce. Granting these exemptions would enable these hard of hearing and deaf individuals to operate CMVs in interstate commerce.

DATES: Comments must be received on or before November 2, 2016.

ADDRESSES: You may submit comments bearing the Federal Docket Management System (FDMS) Docket No. FMCSA-2016-0003 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Mail:** Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.
- **Hand Delivery:** West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

- **Fax:** 1-202-493-2251.

Instructions: Each submission must include the Agency name and the docket number(s) for this notice. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below for further information.

Docket: For access to the docket to read background documents or comments, go to <http://www.regulations.gov> at any time or Room W12-140 on the ground level of

the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The FDMS is available 24 hours each day, 365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments online.

Privacy Act: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov> as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366-4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64-224, Washington, DC 20590-0001. Office hours are 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Docket Services, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the FMCSRs for a two-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 two-year period.

The 26 individuals listed in this notice have requested an exemption from the hearing requirement in 49 CFR 391.41(b)(11), which applies to drivers who operate CMVs in interstate commerce. Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

The physical qualification standard for drivers regarding hearing found in 49 CFR 391.41(b)(11) states that a person is physically qualified to drive a CMV if that person:

First perceives a forced whispered voice in the better ear at not less than 5 feet with or without the use of a hearing aid or, if tested by use of an audiometric device, does not

have an average hearing loss in the better ear greater than 40 decibels at 500 Hz, 1,000 Hz, and 2,000 Hz with or without a hearing aid when the audiometric device is calibrated to American National Standard (formerly ASA Standard) Z24.5-1951.

This standard was adopted in 1970 and was revised in 1971 to allow drivers to be qualified under this standard while wearing a hearing aid, 35 FR 6458, 6463 (April 22, 1970) and 36 FR 12857 (July 3, 1971).

On February 1, 2013, FMCSA announced in a Notice of Final Disposition titled, Qualification of Drivers; Application for Exemptions; National Association of the Deaf, (78 FR 7479), its decision to grant requests from 40 individuals for exemptions from the Agency’s physical qualification standard concerning hearing for interstate CMV drivers. Subsequent to the publication February 1, 2013 of the notice, the Agency has published additional notices granting requests from hard of hearing and deaf individuals for exemptions from the Agency’s physical qualification standard concerning hearing for interstate CMV drivers.

II. Qualifications of Applicants

Kay Baden

Ms. Baden, age 59, holds a class A CDL in Oregon.

Wyatt M. Baldwin

Mr. Baldwin, age 31, holds an operator’s license in Nevada.

Moises Becerra

Mr. Becerra, age 26, holds an operator’s license in Texas.

Matthew R. Burgoyne

Mr. Burgoyne, age 29, holds a class A CDL in Minnesota.

Pedro H. Calas

Mr. Calas, age 30, holds a class A CDL in Florida.

David T. Carlson

Mr. Carlson, age 76, holds a class A CDL in Wisconsin.

Marco A. Cisneros

Mr. Cisneros, age 26, holds an operator’s license in California.

Mark B. Cole

Mr. Cole, age 40, holds an operator’s license in California.

Filipe S. Fernandez

Mr. Fernandez, age 49 holds an operator’s license in Florida.

Joshua Gelona

Mr. Gelona, age 25, holds an operator’s license in Oklahoma.

William D. Gum

Mr. Gum, age 76, holds an operator’s license in Texas.

Reginald C. Holmes

Mr. Holmes, age 31, holds an operator’s license in Arizona.

Gary D. McBride

Mr. McBride, age 50, holds an operator’s license in Florida.

Brent D. McCaffery

Mr. McCaffery, age 29, holds an operator’s license in Iowa.

Benjoel C. Morton

Mr. Morton, age 35, holds an operator’s license in Georgia.

Anthony S. Papa

Mr. Papa, age 51, holds an operator’s license in Ohio.

Eduardo Pedregal

Mr. Pedregal, age 27, holds an operator’s license in Texas.

Charles L. Pitt

Mr. Pitt, age 52, holds an operator’s license in Alabama.

David Y. Pro

Mr. Pro, age 55, holds an operator’s license in California.

Leonardo Pupo-Tuperet

Mr. Pupo-Tuperet, age 26, holds an operator’s license in Washington.

Edgar J. Ramos

Mr. Ramos, age 52, holds an operator’s license in Illinois.

Ronald D. Rumsey

Mr. Rumsey, age 53, holds an operator’s license in Iowa.

Johnny Seng

Mr. Seng, age 22, holds an operator’s license in Rhode Island.

Michael J. Sladick

Mr. Sladick, age 48, holds an operator’s license in Ohio.

Brian J. Walthall

Mr. Walthall, age 49, holds an operator’s license in Kansas.

Jack Whitewater

Mr. Whitewater, age 38, holds an operator’s license in Florida.

III. Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315, FMCSA requests public

comment from all interested persons on the exemption petitions described in this notice. We will consider all comments received before the close of business on the closing date indicated in the dates section of the notice.

IV. Submitting Comments

You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and in the search box insert the docket number FMCSA-2016-0003 and click the search button. When the new screen appears, click on the blue "Comment Now!" button on the right hand side of the page. On the new page, enter information required including the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

We will consider all comments and material received during the comment period. FMCSA may issue a final determination any time after the close of the comment period.

V. Viewing Comments and Documents

To view comments, as well as any documents mentioned in this preamble, go to <http://www.regulations.gov> and in the search box insert the docket number FMCSA-2016-0003 and click "Search." Next, click "Open Docket Folder" and you will find all documents and comments related to this notice.

Issued on: September 21, 2016.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2016-23790 Filed 9-30-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2016-0031]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to exempt 11 individuals from the vision requirement in the Federal Motor Carrier Safety Regulations (FMCSRs). They are unable to meet the vision requirement in one eye for various reasons. The exemptions will enable these individuals to operate commercial motor vehicles (CMVs) in interstate commerce without meeting the prescribed vision requirement in one eye. The Agency has concluded that granting these exemptions will provide a level of safety that is equivalent to or greater than the level of safety maintained without the exemptions for these CMV drivers.

DATES: The exemptions were granted September 8, 2016. The exemptions expire on September 8, 2018.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366-4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64-113, Washington, DC 20590-0001. Office hours are 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Docket Services, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Electronic Access

You may see all the comments online through the Federal Document Management System (FDMS) at <http://www.regulations.gov>.

Docket: For access to the docket to read background documents or comments, go to <http://www.regulations.gov> and/or Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy Act: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter

provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

II. Background

On August 8, 2016, FMCSA published a notice of receipt of exemption applications from certain individuals, and requested comments from the public (81 FR 52514). That notice listed 11 applicants' case histories. The 11 individuals applied for exemptions from the vision requirement in 49 CFR 391.41(b)(10), for drivers who operate CMVs in interstate commerce.

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. Accordingly, FMCSA has evaluated the 11 applications on their merits and made a determination to grant exemptions to each of them.

III. Vision and Driving Experience of the Applicants

The vision requirement in the FMCSRs provides:

A person is physically qualified to drive a commercial motor vehicle if that person has distant visual acuity of at least 20/40 (Snellen) in each eye without corrective lenses or visual acuity separately corrected to 20/40 (Snellen) or better with corrective lenses, distant binocular acuity of at least 20/40 (Snellen) in both eyes with or without corrective lenses, field of vision of at least 70° in the horizontal meridian in each eye, and the ability to recognize the colors of traffic signals and devices showing red, green, and amber (49 CFR 391.41(b)(10)).

FMCSA recognizes that some drivers do not meet the vision requirement but have adapted their driving to accommodate their limitation and demonstrated their ability to drive safely. The 11 exemption applicants listed in this notice are in this category. They are unable to meet the vision requirement in one eye for various reasons, including amblyopia, Coat's retinopathy, corneal scar, exotropia, and refractive amblyopia. In most cases, their eye conditions were not recently developed. All of the applicants were either born with their vision impairments or have had them since childhood.

Although each applicant has one eye which does not meet the vision requirement in 49 CFR 391.41(b)(10),