

**DEPARTMENT OF STATE****[Public Notice 3192]****Determination Under Section 2(b)(1)(B) of the Export-Import Bank Act of 1945, as Amended**

Pursuant to Section 2(b)(1)(B) of the Export-Import Bank Act of 1945, as amended, and Executive Order 12166 of October 19, 1979, I determine that it is in the national interest and would clearly and importantly advance United States policy in Russia for the Export-Import Bank of the United States (the "Bank") to not approve, for the time being, the financing of exports of goods or services in cases AP070202XX and AP067280XX.

This determination shall be published in the **Federal Register**.

**Madeleine K. Albright,***Secretary of State, Department of State.*

[FR Doc. 99-34062 Filed 12-30-99; 8:45 am]

BILLING CODE 4710-23-P

**TENNESSEE VALLEY AUTHORITY****Paperwork Reduction Act of 1995, as Amended by Public Law 104-13; Proposed Collection, Comment Request****AGENCY:** Tennessee Valley Authority.**ACTION:** Proposed Collection; comment request.

**SUMMARY:** The proposed information collection described below will be submitted to the Office of Management and Budget (OMB) for review, as required by the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended). The Tennessee Valley Authority is soliciting public comments on this proposed collection as provided by 5 CFR Section 1320.8(d)(1). Requests for information, including copies of the information collection proposed and supporting documentation, should be directed to the Agency Clearance Officer: Wilma H. McCauley, Tennessee Valley Authority, 1101 Market Street (WR 4Q), Chattanooga, Tennessee 37402-2801; (423) 751-2523.

Comments should be sent to the Agency Clearance Officer no later than March 3, 2000.

**SUPPLEMENTARY INFORMATION:**

*Type of Request:* Regular submission.  
*Title of Information Collection:* Employment Applications.

*Frequency of Use:* On Occasion.  
*Type of Affected Public:* Individuals.  
*Small Businesses or Organizations Affected:* No.

*Federal Budget Functional Category Code:* 999.

*Estimated Number of Annual Responses:* 15,320.

*Estimated Total Annual Burden Hours:* 15.320.

*Estimated Average Burden Hours Per Response:* 1.

*Need For and Use of Information:* Applications for employment are needed to collect information on qualifications, suitability for employment, and eligibility for veterans preference. The information is used to make comparative appraisals and to assist in selections. The affected public consists of individuals who apply for TVA employment.

**William S. Moore,***Senior Manager, Administrative Services.*

[FR Doc. 99-34019 Filed 12-30-99; 8:45 am]

BILLING CODE 8120-08-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Aging Transport Systems Rulemaking Advisory Committee; Meeting****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aging Transport Systems Rulemaking Advisory Committee.

**DATES:** The meeting will be held January 19-20, 2000, beginning at 9 a.m. on January 19. Arrange for oral presentations by January 12.

**ADDRESSES:** The meeting will be at the Bessie Coleman Conference Center, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Terry K. Stubblefield, Office of Rulemaking, ARM-208, FAA, 800 Independence Ave., SW, Washington, DC 20591, Telephone (202) 267-7624, FAX (202) 267-5075.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given of a meeting of the Aging Transport Systems Rulemaking Advisory Committee in the Bessie Coleman Conference Center, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC.

The agenda will include:

- Opening remarks.
- Working group reports.
- Development of working group instructions for assessing the condition of aging mechanical systems.
- Discussion about the need to inspect newer airplanes, including

development of an Aging Transport Systems Rulemaking Advisory Committee position.

- Progress report on the FAA's Office of System Safety maintenance reporting improvements.

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by January 12, 2000, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 20 copies to the Executive Director, or by bringing the copies to him at the meeting. Public statements will only be considered if time permits. In addition, sign and oral interpretation as well as a listening device can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC on December 28, 1999.

**Marisa Mullen,***Acting Director, Office of Rulemaking.*

[FR Doc. 99-34061 Filed 12-30-99; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement: Mid-Willamette Valley Council of Governments, Marion County, OR****AGENCY:** Federal Highway Administration (FHWA), DOT.**ACTION:** Notice of intent.

**SUMMARY:** The Federal Highway Administration (FHWA) is issuing this notice of intent to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed new bridge across the Willamette River in the City of Salem, Marion County, Oregon.

**FOR FURTHER INFORMATION CONTACT:** Anthony Boesen, Liaison Engineer Region 2, Federal Highway Administration, Equitable Center, 530 Center Street N.E., Suite 100, Salem, Oregon 97301, Telephone (503) 399-5749, Fax (503) 399-5838, E-mail Anthony.Boesen@fhwa.dot.gov.

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the Oregon Department of Transportation (ODOT) and the Mid-Willamette Valley Council of Governments (MWVCOG) will prepare an EIS for the location of a third bridge crossing of the Willamette River in Salem, Oregon. Alternatives under consideration will include no build, using alternative travel modes, modifications to land use, and improvements to the existing bridges.

The third bridge will alleviate long-term (year 2020+) transportation demands and congestion associated with the current Marion Street and Center Street bridges which provide access across the Willamette River between downtown Salem and West Salem. The Pine/Tryon corridor has been identified as one of many corridors in the Willamette River Crossing Capacity (WRCC) Study to alleviate congestion on both Marion Street and Center Street Bridges and at the east and west ramps for the two existing bridges. (Copies of the WRCC study, Phase 1, are available from the MWVCOG at telephone (503) 588-6177 or at their office at 105 High Street S.E., Salem, Oregon 97301-3667).

Information describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have expressed interest or are known to have an interest in this proposed project. A local formal scoping meeting is scheduled on January 20, 2000, at 8:30 a.m. to 5:00 p.m., at the ODOT Region 2 Headquarters, 455 Airport Road S.E., Building B, Room 116, Salem, Oregon.

Public informational meetings will be held by ODOT and MWVCOG during project development and a public hearing will be scheduled. The draft EIS will be available for public and agency review and comments prior to the public hearing.

To ensure that the 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 and the EIS should be directed to the FHWA at the address provided above.

Issued: December 21, 1999.

**Elton H. Chang,**

*Environmental Engineer, Oregon Division.*

[FR Doc. 99-34042 Filed 12-30-99; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Office of Motor Carrier Safety

[OMCS Docket No. 99-6156 (formerly FHWA Docket No. 99-6156)]

#### Qualification of Drivers; Exemption Applications; Vision

**AGENCY:** Office of Motor Carrier Safety (OMCS), DOT.

**ACTION:** Notice of final disposition.

**SUMMARY:** The OMCS announces its decision to exempt 40 individuals from

the vision requirement in 49 CFR 391.41(b)(10).

**DATES:** January 3, 2000.

**FOR FURTHER INFORMATION CONTACT:** For information about the vision exemptions in this notice, Ms. Sandra Zywokarte, Office of Motor Carrier Research and Standards, (202) 366-2987; for information about legal issues related to this notice, Ms. Judith Rutledge, Office of the Chief Counsel, (202) 366-0834, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

Internet users may access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's web page at: <http://www.access.gpo.gov/nara>.

##### Background

The Secretary has rescinded the authority previously delegated to the Federal Highway Administration to perform motor carrier functions and operations. This authority has been re-delegated to the Director, Office of Motor Carrier Safety (OMCS), a new office within the Department of Transportation [64 FR 56270, October 19, 1999]. This explains the docket transfer. The new OMCS assumes the motor carrier functions previously performed by the FHWA's Office of Motor Carrier and Highway Safety (OMCHS). Ongoing rulemaking, enforcement, and other activities of the OMCHS, initiated while part of the FHWA, will be continued by the OMCS. The re-delegation will cause no changes in the motor carrier functions and operations of the offices or resource centers.

Forty individuals petitioned the FHWA for an exemption of the vision requirement in 49 CFR 391.41(b)(10), which applies to drivers of commercial

motor vehicles (CMVs) in interstate commerce. The OMCS is now responsible for processing the vision exemption applications of the 40 drivers. They are Herman Bailey, Jr., Mark A. Baisden, Brad T. Braegger, Kenneth Eugene Bross, Erick H. Cotton, Fletcher E. Creel, Richard James Cummings, Daniel R. Franks, William L. Frigic, Curtis Nelson Fulbright, Victor Bradley Hawks, Vincent I. Johnson, Myles E. Lane, Sr., Dennis J. Lessard, Jon G. Lima, Richard L. Loeffelholz, Herman Carl Mash, Joseph M. Porter, Richard Rankin, Robert G. Rasicot, A.W. Schollett, Melvin B. Shumaker, Clark H. Sullivan, Wayland O. Timberlake, Norman R. Wilson, Larry M. Wink, Jeffrey G. Wuensch, Jon H. Wurtele, Walter M. Yohn, Jr., Steven H. Heidorn, James Donald Simon, William A. Bixler, Woodrow E. Bohley, George L. Silvia, Martin Postma, Steven L. Valley, Phillip P. Smith, Robert W. Nicks, Frank T. Miller, and Roger Allen Dennison. Under 49 U.S.C. 31315 and 31136(e), the OMCS may grant an exemption for a renewable 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." Accordingly, the OMCS evaluated the petitions on their merits and made a preliminary determination that the waivers should be granted. On July 26, 1999, the agency published notice of its preliminary determination and requested comments from the public (64 FR 54948). The comment period closed on November 8, 1999. Two comments were received, and their contents were carefully considered by the OMCS in reaching the final decision to grant the petitions.

#### Vision and Driving Experience of the Applicants

The vision requirement in 49 CFR 391.41(b)(10) 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 standard red, green, and amber.

Since 1992, the FHWA has undertaken studies to determine if this vision standard should be amended. The final report from our medical panel recommends changing the field of vision standard from 70° to 120°, while