

Baseline Road south to the north ramps of the I-10/202L Traffic Interchange.

Dated: May 8, 2002.

Kenneth H. Davis,

District Engineer, Phoenix.

[FR Doc. 02-11968 Filed 5-13-02; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Stearns County, MN

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 proposed highway improvements to Trunk Highway (TH) 23 in Paynesville, Stearns County, Minnesota.

FOR FURTHER INFORMATION CONTACT:

Cheryl Martin, Federal Highway Administration, Galtier Plaza, 380 Jackson Street, Suite 500, St. Paul, Minnesota 55101, Telephone (651) 291-6120; or Lowell Flaten, Pre-Design Engineer, Minnesota Department of Transportation—District 8, P.O. Box 768, 2505 Transportation Road, Willmar, Minnesota 56201. Telephone (320) 214-3698; (651) 296-9930 TTY.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Minnesota Department of Transportation, will prepare an EIS on a proposal to improve TH 23 from the western Stearns County line, to approximately 1.0 mile (1.6 kilometers) east of the crossing of the North Fork of the Crow River, in Stearns County, Minnesota, a distance of approximately 4.4 miles (7.0 kilometers).

The proposed action is being considered to address future transportation demand, safety problems, access management, interregional trade corridor status, and pavement condition. Alternatives under consideration include (1) No-Build (2) three variations of "Build" alternatives involving reconstruction and/or realignment and new construction of TH 23 (3) "Build" alternative involving improvements along the existing alignment of TH 23.

The "Trunk Highway 23 Scoping Document/Draft Scoping Decision Document" will be published in the Summer 2002. A press release will be published to inform the public of the document's availability. Copies of the

Scoping Document will be distributed to agencies, interested persons and libraries for review to aid in identifying issues and analyses to be contained in the EIS. A thirty-day comment period for review of the document will be provided to afford an opportunity for all interested persons, agencies and groups to comment on the proposed action. A public scoping meeting will also be held during the comment period. Public notice will be given for the time and place of the meeting.

A Draft EIS will be prepared based on the outcome of the scoping process. The Draft EIS will be available for agency and public review and comment. In addition, a public hearing will be held following completion of the Draft EIS. Public Notice will be given for the time and place of the public hearing on the Draft EIS.

Coordination has been initiated and will continue with appropriate Federal, State and local agencies and private organizations and citizens who have previously expressed or are known to have an interest in the proposed action. 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 on: May 7, 2002.

(Catalog 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)

Stanley M. Graczzyk,

Project Development Engineer, Federal Highway Administration, St. Paul, Minnesota.
[FR Doc. 02-11943 Filed 5-13-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Uniform Relocation Assistance and Real Property Acquisition Policies Act Public Meeting

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of public meeting.

SUMMARY: The Federal Highway Administration, as "Lead Federal Agency" for the Uniform Relocation Assistance and Real Property Action Policies Act (Uniform Act), will hold a

series of listening sessions in Los Angeles, California; Washington, District of Columbia; Philadelphia, Pennsylvania; and Fort Worth, Texas.

The purpose of the listening sessions is to solicit comments on the need to update provisions of the Uniform Act and its implementing regulations 49 CFR Part 24. The Uniform Act provides for uniform and equitable treatment of persons displaced from their homes, business, or farms by Federal and federally assisted programs and establishes uniform and equitable land acquisition policies for Federal and federally assisted programs. The agenda for the listening sessions may be examined on the FHWA web site at the following address <http://www.fhwa.dot.gov/realestate/ua.htm>.

DATES: The Uniform Act listening sessions are scheduled from 10 am to 2 pm as follows:

June 14, 2002—Fort Worth, Texas

June 25, 2002—Los Angeles, California

June 27, 2002—Washington, District of Columbia

July 9, 2002—Philadelphia, Pennsylvania

ADDRESSES: For the June 14, 2002, session: 819 Taylor Street, Room 1A03, Fort Worth, TX 76102.

For the June 25, 2002, session: 300 North Los Angeles Street, Room 8529, Los Angeles, CA 90012.

For the June 27, 2002, session: U.S. Department of Transportation, 400 7th Street, SW., Room 3200, Washington, DC 20590.

For the July 9, 2002, session: The Wanamaker Building, 100 Penn Square East, Room 818, Philadelphia, PA 19107.

FOR FURTHER INFORMATION CONTACT:

Persons needing further information should contact FHWA Office of Real Estate Services representatives Reginald Bessmer (202) 366-2037 or Ronald Fannin (202) 366-2042 or by FAX at (202) 366-3713, U.S. Department of Transportation, Federal Highway Administration, 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

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 at the Government Printing

Office's web page at <http://www.access.gpo.gov/nara>.

Authority: Pub. L. 91-646 as amended, 23 U.S.C. 315, 49 CFR 1.48.

Susan B. Lauffer,
Director, Office of Real Estate Services.
[FR Doc. 02-11925 Filed 5-13-02; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2002-12162]

Commercial Driver's License Standards; Exemption Application From Joest Racing USA, Inc.

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

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

SUMMARY: The FMCSA has received an application from Joest Racing USA, Inc. (petitioner), a private carrier based in Tucker, GA, for an exemption from the commercial driver's licensing (CDL) requirements. Petitioner states an exemption is necessary to enable four drivers it employs to engage in interstate commerce transporting private property, comprised of race cars and related parts. Petitioner points out that its drivers are citizens and residents of Germany who would only enter the United States on average three times a year, for up to three months per trip. In support of its application, petitioner asserts that granting the exemption would have no impact on public safety because the drivers involved presently hold valid Germany-issued CDLs. In addition, petitioner states the comprehensive training and testing, that drivers holding German CDLs must undergo, ensures a greater level of safety. FMCSA invites interested parties to submit comments on the merits of the application, including whether FMCSA should grant or deny it.

DATES: Comments must be submitted by June 13, 2002.

ADDRESSES: You may submit your comments to the Docket Clerk, Docket No. FMCSA-2002-12162, U.S. Department of Transportation, Dockets Management System (DMS), Room PL-401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590. Please note that due to delays in the delivery of U.S. mail, we recommend sending your comments by fax at (202) 493-2251, via the Internet using the DMS Web site at <http://dmases.dot.gov/submit>, or by professional delivery service. If you

would like the DMS to acknowledge receipt of your comments, you must include a self-addressed, stamped postcard, or you may print the acknowledgment page that appears after you submit comments electronically. The DMS is open for examination and copying, at the above address, from 9 a.m. to 5 p.m. e.t., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ms. Teresa Doggett, (202) 366-2990, Office of Bus and Truck Standards and Operations (MC-PSD); or Mr. Charles Medalen, (202) 366-0834, Office of the Chief Counsel (MC-CC), Federal Motor Carrier Safety Administration, DOT, 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 and Filing

All comments and related documents in the docket are also available for inspection and copying through the DMS Web site at <http://dms.dot.gov>.

Background

Section 4007 of the Transportation Equity Act for the 21st Century (TEA-21) (Public Law 105-178, 112 Stat. 107, now codified at 49 U.S.C. 31315 and 31316), requires FMCSA to publish a notice in the **Federal Register** for each exemption requested explaining that the request has been filed, provide the public with an opportunity to inspect the safety analysis and any other relevant information known to the agency, and provide an opportunity to comment on the request. Prior to granting a request for an exemption, the agency must publish a notice in the **Federal Register** identifying the person or class of persons who will receive the exemption, the provisions from which the person will be exempt, the effective period, and all terms and conditions of the exemption. The terms and conditions established by FMCSA must ensure that the exemption will likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved by complying with the regulation.

On December 8, 1998, FMCSA published an interim final rule implementing section 4007 of TEA-21 (63 FR 67600). The regulations at 49 CFR part 381 establish the procedures to be followed to request waivers and to apply for exemptions from the FMCSRs, and the provisions used to process them.

Exemption Request

Joest Racing USA, Inc., a private motor carrier of property as defined by 49 CFR 390.5, filed an application for an exemption from the commercial driver's licensing rules in 49 CFR part 383, that would allow drivers—Peter Ungar, Michael Schlemmer, Udo Wilhelm, and Hubert Neumann—to operate two commercial motor vehicles (CMVs) within the United States. According to its application, Joest has no employees in the United States; for economic reasons, its German CMV drivers double as race car mechanics; the value of its race cars is over \$1 million each; it requires CMV drivers that are professionally trained in Germany in the loading and bracing of racing cars and parts; and to employ U.S. commercial drivers and train them would require considerable time and expense. A copy of the application for exemption is in the docket.

FMCSA is responsible for the administration and enforcement of the Federal Motor Carrier Safety Regulations (FMCSRs), including the commercial driver's license requirements. Section 383.23(a)(2) states that no person shall operate a CMV unless such person possesses a CDL issued by his or her jurisdiction of domicile. There is an exception to this rule which states that CMV drivers domiciled in other jurisdictions that do not test drivers and issue licenses in accordance with Federal regulations must obtain a nonresident CDL from a State which does comply with the Federal testing and licensing standards.

Joest Racing USA, Inc. seeks an exemption because the drivers it employs are citizens and residents of Germany. These drivers are not able to obtain nonresident CDLs in the United States because the States generally do not issue nonresident CDLs to foreign drivers. The drivers hold valid CDLs issued by German authorities that meet license testing and driver qualification standards, including medical examinations, which are comparable with U.S. standards, and they have behind the wheel experience operating Joest's special type of CMV. Joest has two CMVs which are used to transport its private property (*i.e.*, race cars and related equipment) around the United States to participate in the "American Le Mans Series" racing circuit. The four drivers are only in the United States during certain periods.

Joest Racing USA, Inc. does not anticipate any adverse safety impacts from this exemption due to the fact that the German CDLs and German