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Exhibit F

for an exemption from the vision requirements. That information is available by consulting the above cited **Federal Register** publications.

Interested parties or organizations possessing information that would otherwise show that any, or all of these drivers, are not currently achieving the statutory level of safety should immediately notify FMCSA.

The Agency will evaluate any adverse evidence submitted and, if safety is being compromised or if continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315, FMCSA will take immediate steps to revoke the exemption of a driver.

Issued on: June 19, 2008.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. E8–14763 Filed 6–27–08; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Reappointment of Representatives to the Unified Carrier Registration Agreement Board of Directors

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

ACTION: Notice.

SUMMARY: FMCSA announces the reappointment of four Directors who serve on the Board of Directors that governs the Unified Carrier Registration (UCR) Agreement as the representatives from each of the four FMCSA service areas. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) created the UCR Agreement. Under the UCR Agreement, for-hire and private motor carriers, brokers, freight forwarders, and leasing companies provide registration and financial responsibility information and pay certain fees. The UCR Agreement replaced the Single State Registration System (SSRS), which was repealed January 1, 2007.

DATES: The Directors' appointments to the Board are effective beginning on June 1, 2008. Their terms will expire May 31, 2011.

FOR FURTHER INFORMATION CONTACT: Ms. Julie Otto, Federal Motor Carrier Safety Administration, Office of Safety Programs (MC–ES), (202) 366–0710, 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 8 a.m. to 5 p.m., ET, Monday through Friday except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Section 4305 of SAFETEA–LU (Pub. L. 109–59, 119 Stat. 1144, Aug. 10, 2005) created, under Title 49 of the U.S. Code, a new section 14504a titled "Unified Carrier Registration System Plan and Agreement." Under the UCR Agreement, for-hire motor carriers, motor private carriers, brokers, freight forwarders, and leasing companies provide registration and financial responsibility information and pay certain fees. The Unified Carrier Registration Plan Board of Directors must issue rules and regulations to govern the UCR Agreement.

Title 49 U.S.C. 14504a(a)(9) defines the Unified Carrier Registration Plan as the organization of State, Federal, and industry representatives responsible for developing, implementing, and administering the UCR Agreement. Section 14504a(d)(1)(B) directed the Secretary to establish a Unified Carrier Registration Plan Board of Directors made up of 15 members representing FMCSA, State government, and the motor carrier industry.

Section 14504a(d) stipulates that the Unified Carrier Registration Plan Board of Directors must consist of representatives from the following groups:

- One Director from the U.S. Department of Transportation, either the FMCSA Deputy Administrator or such other Presidential appointee;
- Four Directors, one from each of FMCSA service areas (as defined by FMCSA in 71 FR 27778, Jan. 1, 2005), selected from among the chief administrative officers of the State agencies responsible for overseeing the administration of the UCR agreement;
- Five Directors representing the State agencies responsible for overseeing the administration of the UCR Agreement, selected from among their professional staffs and nominated by the National Conference of State Transportation Specialists (NCSTS), a non-profit organization founded in 1959 and consisting of State agencies involved in transportation safety, insurance, and consumer protection; and
- Five Directors representing the motor carrier industry.

Board of Directors

Today's publication serves as public notice of the reappointment of the board members from four FMCSA service areas to the Unified Carrier Registration Plan Board of Directors. The four members reappointed to the Board include the following:

Mr. Charles "Buddy" Covert, Director, Transportation Administration Division, Public Service Commission of West Virginia is being reappointed to represent the FMCSA Eastern service area. Mr. Covert's office assists the State with supporting and promoting a transportation safety environment that balances the interests of all parties and pursues excellence through quality. The current Transportation Administration Division consists of the Director's office and three operations sections that include Motor Carrier, Hazardous Material Registration, and the Coal Resource Transportation System.

Ms. Sandy Bowling, Supervisor of Insurance and Safety Section, Indiana Department of Revenue, Motor Carrier Services Division is being reappointed to represent the FMCSA Midwestern service area. Ms. Bowling has been with the Motor Carrier Services Division for 23 years. She is responsible for issuing U.S. Department of Transportation (USDOT) numbers, UCR registration, intrastate operating authority, intrastate household goods and passenger authority, and insurance filings. Ms. Bowling's division also created the UCR registration system on behalf of the UCR Board. Ms. Bowling is responsible for all maintenance and reporting for the UCR registration system.

Ms. Angel Oliver, Supervisor, Credentialing Unit, Motor Carrier Division, Texas Department of Transportation (TxDOT) is being reappointed to represent the FMCSA Southern service area. The Motor Carrier Division is responsible for administering UCR in Texas and providing credentials to intrastate and interstate for-hire motor carriers. Ms. Oliver has been with TxDOT for 20 years.

Mr. Frank LaQua, Motor Carrier Services Manager, North Dakota Department of Transportation is being reappointed to represent the Western service area. Mr. LaQua has been with the North Dakota Department of Transportation for 23 years, serving 15 of those years as Manager of Motor Carrier Services. Mr. LaQua is responsible for North Dakota's International Fuel Tax Agreement (IFTA), International Registration Plan (IRP), and UCR program areas and is North Dakota's IRP and IFTA Commissioner.

Board Member Term Limits

The four Directors who are reappointed in this notice as members of the Board will serve a term of 3 years, expiring on May 31, 2011.

Issued on: June 18, 2008.

William A. Quade,

Associate Administrator for Enforcement and Program Delivery.

[FR Doc. E8–14755 Filed 6–27–08; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

U.S. Maritime Administration

Availability of a Draft Environmental Assessment

[Docket No. 2008–0060]

AGENCY: U.S. Department of Transportation, U.S. Maritime Administration.

ACTION: Notice of Availability of Draft Programmatic Environmental Assessment.

SUMMARY: Notice is hereby given that the U.S. Maritime Administration is issuing a Draft Programmatic Environmental Assessment (EA) for the Removal of Non-Retention Vessels from National Defense Reserve Fleet (NDRF) Sites for Disposal. The Draft EA has been prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) (U.S.C. 4231 *et seq.*) in accordance with the Council on Environmental Quality (CEQ) regulations for implementing the procedural provisions of NEPA (40 CFR 1500–1508). The Maritime Administration invites comments on the Draft EA.

The purpose of the Programmatic EA is to evaluate the potential environmental impacts from and alternatives to the Removal of Non-Retention Vessels from National Defense Reserve Fleet Sites for Disposal proposed by the Maritime Administration. The Maritime Administration is charged with disposing of obsolete "non-retention" U.S. government-owned merchant type vessels of 1,500 gross tons or more per Section 203 of the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 548 (2008)). Non-retention vessels are vessels that have been determined by the Maritime Administration to be of insufficient value for commercial or military operation by the Federal Government to merit further preservation. 46 U.S.C. 57102 (2008). The Maritime Administration's non-retention ships are located at three fleet anchorages in the James River, Virginia; Beaumont, Texas; and Suisun Bay, California.

The Maritime Administration is proposing to tow obsolete vessels from these three fleet anchorages either to one of seven Maritime Administration-approved or provisionally approved recycling facilities across the United States, or to various locations (to be determined on a case-by-case basis) to be used as artificial reefs, or sold for reuse as limited by applicable law, or to be donated for use as memorials and museums, or to be used by the U.S. Navy in at-sea training exercises referred to as Sinking Exercises, or SINKEX, during which the Navy fires live munitions at the vessel to give trainees a better sense of the capabilities of Navy weaponry. Following the use of live fire, vessels are allowed to sink to the sea bottom.

DATES: Written comments on this Draft Programmatic EA will be accepted on or before August 14, 2008.

Address for Further Information: To send comments or for more information, contact: Carolyn E. Junemann, U.S. Maritime Administration, Office of Environment, 1200 New Jersey Ave., SE., W25–217, Washington, DC 20590, or e-mail: *Carolyn.junemann@dot.gov.*

A copy of the Draft Programmatic EA can be obtained or viewed online at *http://www.regulations.gov.* The files are in a portable document format (pdf); in order to review or print the document, users need to obtain a free copy of Acrobat Reader. The Acrobat Reader can be obtained from *http://www.adobe.com/prodindex/acrobat/readstep.html.*

Copies of the Draft Programmatic EA will also be available for public review during normal business hours at the following locations: Beaumont Public Library, 801 Pearl St, Beaumont, TX 77701; Surry Public Library, 11640 Rolfe Hwy., Surry, VA 23882; Virgil I. Grissom Public Library, 366 DeShazor Drive, Newport News, VA 23608; and Benicia Public Library, 150 E L St., Benicia, CA 94510.

SUPPLEMENTARY INFORMATION: The mission of the Maritime Administration is to strengthen the U.S. maritime transportation system, including infrastructure, industry, and labor, to meet the economic and security needs of the United States, and to promote the development and maintenance of an adequate, well-balanced U.S. merchant marine, sufficient to carry the nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of service as a naval and military auxiliary in time of war or national emergency. The Maritime Administration also seeks to ensure that the United States maintains adequate shipbuilding and repair services, efficient ports, effective intermodal water and land transportation systems, and reserve shipping capacity for use in time of national emergency.

The Maritime Administration is charged with disposing of obsolete "non-retention" U.S. government-owned merchant type vessels of 1,500 gross tons or more per Section 203 of the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 548 (2008)). Non-retention vessels are vessels that have been determined by the Maritime Administration to be of insufficient value for commercial or military operation by the Federal Government to merit further preservation by the Federal Government. 46 U.S.C. 57102 (2008). The Maritime Administration's non-retention ships are located at three fleet anchorages in the James River, Virginia; Beaumont, Texas; and Suisun Bay, California.

Ongoing maintenance of non-retention vessels is limited to that which is necessary to maintain the integrity of the hull and keeping the established preservation systems in good order. The majority of non-retention NDRF vessels are systematically being recycled. However, some vessels have been loaned to other Government agencies, sold for reuse in accordance with applicable law, used as artificial reefs, used as museums, and used for military and civilian training. All of the vessels to be removed are obsolete non-retention vessels that Congress has directed the Maritime Administration to dispose of under the Merchant Marine Act of 1936, as amended.

The Maritime Administration continues to consider domestic dismantling (recycling) as the predominant means of vessel disposal, but continually evaluates alternative means of disposal such as artificial reefing, sale for reuse, deep-water sinking through the Navy's SINKEX Program, and donations to historic organizations when possible.

Domestic recyclers of obsolete NDRF vessels are required to follow all Federal, state, and local laws and regulations governing worker safety and environmental protection. Specific authority to pay for recycling provided in the Department of Defense Appropriations Act for Fiscal Year 2001 (Pub. L. 106–259 § 8136), was enacted on August 9, 2000, and included a budget for the accelerated recycling of those vessels in the "worst condition." All other alternatives for disposal are required to be in accordance with all federal, state, and local laws and regulations. Selection of recycling facilities was included in the 2000