

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 materials 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–2017–0060 and click “Search.” Next, click “Open Docket Folder” and you will find all documents and comments related to this notice.

Issued on: August 30, 2018.

**Larry W. Minor,**

*Associate Administrator for Policy.*

[FR Doc. 2018–19564 Filed 9–7–18; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–1999–6480; FMCSA–2000–7363; FMCSA–2001–10578; FMCSA–2003–15892; FMCSA–2003–16564; FMCSA–2004–17195; FMCSA–2005–23099; FMCSA–2006–24015; FMCSA–2007–0071; FMCSA–2007–26653; FMCSA–2007–27897; FMCSA–2007–28695; FMCSA–2008–0021; FMCSA–2009–0303; FMCSA–2009–0321; FMCSA–2010–0050; FMCSA–2011–0324; FMCSA–2011–0365; FMCSA–2011–0366; FMCSA–2011–0378; FMCSA–2011–0379; FMCSA–2011–0380; FMCSA–2012–0040; FMCSA–2012–0104; FMCSA–2013–0029; FMCSA–2013–0030; FMCSA–2013–0165; FMCSA–2013–0167; FMCSA–2013–0168; FMCSA–2013–0170; FMCSA–2013–0174; FMCSA–2014–0002; FMCSA–2014–0003; FMCSA–2014–0004; FMCSA–2015–0070; FMCSA–2015–0071; FMCSA–2015–0072; FMCSA–2015–0344; FMCSA–2015–0347; FMCSA–2015–0348; FMCSA–2015–0350; FMCSA–2015–0351; FMCSA–2016–0024; FMCSA–2016–0025; FMCSA–2016–0027]

### 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 renew exemptions for 95 individuals from the vision requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) for interstate commercial motor vehicle (CMV) drivers. The exemptions enable these individuals to continue to operate CMVs in interstate commerce without meeting the vision requirement in one eye.

**DATES:** Each group of renewed exemptions were applicable on the dates stated in the discussions below and will expire on the dates stated in the discussions below.

**FOR FURTHER INFORMATION CONTACT:** Ms. Christine A. Hydock, Chief, Medical Programs Division, 202–366–4001, [fmcsamedical@dot.gov](mailto:fmcsamedical@dot.gov), FMCSA, Department of Transportation, 1200 New Jersey Avenue SE, Room W64–224, Washington, DC 20590–0001. Office hours are from 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., e.t., 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 <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>.

## II. Background

On June 18, 2018, FMCSA published a notice announcing its decision to renew exemptions for 95 individuals from the vision requirement in 49 CFR 391.41(b)(10) to operate a CMV in interstate commerce and requested comments from the public (83 FR 28332). The public comment period ended on July 18, 2018, and no comments were received.

As stated in the previous notice, FMCSA has evaluated the eligibility of these applicants and determined that renewing these exemptions would achieve a level of safety equivalent to or greater than the level that would be achieved by complying with the current regulation 49 CFR 391.41(b)(10).

The physical qualification standard for drivers regarding vision found in 49 CFR 391.41(b)(10) states that a person is physically qualified to drive a CMV 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.

## III. Discussion of Comments

FMCSA received no comments in this preceding.

## IV. Conclusion

Based upon its evaluation of the 95 renewal exemption applications and comments received, FMCSA confirms its decision to exempt the following drivers from the vision requirement in 49 CFR 391.41 (b)(10):

In accordance with 49 U.S.C. 31136(e) and 31315, the following groups of drivers received renewed exemptions in the month of June and are discussed below:

As of June 2, 2018, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 72 individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (66 FR 53826; 66 FR 66966; 68 FR 61860; 68 FR 69434; 68 FR 74699; 68 FR 75715; 69 FR 10503; 71 FR 6829; 70 FR 74102; 71 FR 14566; 71 FR 16410; 71 FR 30227; 72 FR 8417; 72 FR 36099; 72 FR 39879; 72 FR 46261; 72 FR 52419; 72 FR 54972; 72 FR 71998; 73 FR 8392; 73 FR 11989; 73 FR 15567; 73 FR 27014; 73 FR 27015; 74 FR 34394; 74 FR 60021; 74 FR 65846; 75 FR 1451; 75 FR 1835; 75 FR 8184; 75 FR 9482; 75 FR 13653; 75 FR 19674; 75 FR 27622; 76 FR 53708; 76 FR 70210; 76 FR 78729; 77 FR 3552; 77 FR 5874; 77 FR 7233; 77 FR 7657; 77 FR 10606; 77 FR 13691; 77 FR 15184; 77 FR 17107; 77 FR 17115; 77 FR 17117; 77 FR 19749; 77 FR 22059; 77 FR 22061; 77 FR 22838; 77 FR 23797; 77 FR 26816; 77 FR 27850; 78 FR 34143; 78 FR 41975; 78 FR 47818; 78 FR 52602; 78 FR 56986; 78 FR 63302; 78 FR 63307; 78 FR 64271; 78 FR 66099; 78 FR 67454; 78 FR 67462; 78 FR 76705; 78 FR 77780; 79 FR 1908; 79 FR 2748; 79 FR 4803; 79 FR 10606; 79 FR 10607; 79 FR 10608; 79 FR 10609; 79 FR 10611; 79 FR 12565; 79 FR 13085; 79 FR 14328; 79 FR 14331; 79 FR 14333; 79 FR 14571; 79 FR 15794; 79 FR 17641; 79 FR 18391; 79 FR 18392; 79 FR 21996; 79 FR 22000; 79 FR 22003; 79 FR 23797; 79 FR 28588; 79 FR 29498; 80 FR 59225; 80 FR 67472; 80 FR 67476; 80 FR 67481; 80 FR 70060; 80 FR 76345; 80 FR 80443; 81 FR 1474; 81 FR 6573; 81 FR 11642; 81 FR 14190; 81 FR 15404; 81 FR 16265; 81 FR 17237; 81 FR 20433; 81 FR 20435; 81 FR 21647; 81 FR 21655; 81 FR 26305; 81 FR 28136; 81 FR 39100; 81 FR 48493; 81 FR 52516; 81 FR 60117; 81 FR 66718; 81 FR 66724; 81 FR 66731; 81 FR 91239);

Stanley W. Ahne (OK)  
John M. Alfano (MI)  
Felix Barajas Ramirez (IL)  
Alphonso A. Barco (SC)  
Daniel C. Berry (AR)  
Ronald D. Boeve (MI)  
David A. Brannon (FL)  
Paul T. Browning (MT)  
Samuel S. Byler (PA)  
Darrell Canupp (MI)  
Laurence R. Casey (MA)  
Valentin S. Chernyy (NE)  
William Chisley (MD)  
Cody W. Christian (OK)  
Lorimer Christianson (IA)  
Darrin G. Davis (WI)

Craig L. Dawson (OH)  
Eric DeFrancesco (PA)  
Eric C. Dettrey (NJ)  
David Diamond (IL)  
Ryan C. Dugan (NY)  
Shorty M. Ellis (NC)  
Robin S. England (GA)  
Richard R. Fillion (VT)  
Roger L. Frazier (NC)  
Juan Gallo-Gomez (CT)  
Gregory T. Garris (OK)  
Andeberhan O. Gidey (WA)  
Jerry L. Gray (AL)  
James R. Hammond (OH)  
Daniel W. Henderson (TN)  
Michael T. Huso (MN)  
Andy R. Junod (TX)  
Chet A. Keen (UT)  
Roger W. Kerns (IA)  
James M. Knef (NJ)  
David Knobloch (MI)  
Dennis J. Lessard (IN)  
Christopher B. Liston (TN)  
Larry P. Magrath (MN)  
Jason E. Mallette (MS)  
Stanley B. Marshall (GA)  
Roberto C. Mendez (TX)  
Jack D. Miller (OH)  
Eugene C. Murphy (FL)  
Donald A. Orloski (PA)  
James C. Paschal, Jr. (GA)  
Juan C. Ramirez (OH)  
John L. Ratayczak (WI)  
Michael L. Robinson (MO)  
Danny L. Rolfe (ME)  
Ricky D. Rostad (MN)  
John Rueckert (SD)  
Mark A. Sanders (OK)  
Daniel W. Schafer (PA)  
Joseph W. Schmit (NE)  
Dale L. Schneider (IA)  
Lawrence W. Sellers (AL)  
Larry W. Slinker (VA)  
William T. Smiley (MD)  
Richard M. Smith (CO)  
Richard H. Solum (MN)  
Scott R. Sorensen (CA)  
James A. Spell (MD)  
Harry J. Stoeve, Jr. (NJ)  
Peter A. Troyan (MI)  
James L. Urbach (PA)  
Willard H. Weerts (IL)  
Charles W. Williamson (OK)  
Wesley A. Willis (NJ)  
Donald E. Wojtaszek (PA)  
Marvin S. Zimmerman (PA)

The drivers were included in docket numbers FMCSA–2001–10578; FMCSA–2003–15892; FMCSA–2003–16564; FMCSA–2006–24015; FMCSA–2007–26653; FMCSA–2007–27897; FMCSA–2007–28695; FMCSA–2008–0021; FMCSA–2009–0321; FMCSA–2011–0324; FMCSA–2011–0365; FMCSA–2011–0366; FMCSA–2011–0378; FMCSA–2011–0379; FMCSA–2013–0029; FMCSA–2013–0030; FMCSA–2013–0165; FMCSA–2013–

0167; FMCSA–2013–0168; FMCSA–2013–0170; FMCSA–2013–0174; FMCSA–2014–0002; FMCSA–2014–0003; FMCSA–2014–0004; FMCSA–2015–0070; FMCSA–2015–0071; FMCSA–2015–0072; FMCSA–2015–0344; FMCSA–2015–0347; FMCSA–2015–0348; FMCSA–2015–0350; FMCSA–2015–0351; FMCSA–2016–0024; FMCSA–2016–0025; FMCSA–2016–0027. Their exemptions are applicable as of June 2, 2018, and will expire on June 2, 2020.

As of June 3, 2018, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 19 individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (64 FR 68195; 65 FR 20251; 65 FR 45817; 65 FR 77066; 67 FR 38311; 68 FR 1654; 69 FR 17263; 69 FR 26921; 69 FR 31447; 70 FR 7545; 71 FR 13450; 71 FR 27033; 71 FR 4194; 73 FR 11989; 73 FR 16950; 73 FR 28186; 73 FR 6242; 73 FR 9158; 74 FR 60022; 75 FR 4623; 75 FR 9477; 75 FR 9484; 75 FR 14656; 75 FR 27623; 75 FR 28682; 77 FR 10606; 77 FR 13689; 77 FR 15184; 77 FR 17107; 77 FR 17109; 77 FR 27845; 77 FR 27849; 77 FR 27850; 77 FR 29447; 79 FR 14328; 79 FR 14331; 79 FR 14571; 79 FR 18391; 79 FR 18392; 79 FR 21996; 79 FR 27043; 79 FR 28588; 79 FR 29498; 81 FR 28138);

Rodney R. Anderson (PA)  
Ernie E. Black (NC)  
Gary O. Brady (WV)  
Marland L. Brassfield (TX)  
Michael B. Canedy (MN)  
Melvin D. Clark (GA)  
Rojelio Garcia-Pena (MI)  
Grant G. Gibson (MN)  
Stephen H. Goldcamp (OH)  
Wai F. King (IL)  
Eric W. Kopmann (MO)  
Dennis E. Krone (IL)  
George E. Lewis (OH)  
Travis J. Luce (MI)  
Richard J. McKenzie, Jr. (MD)  
Christopher J. Meerten (OR)  
Jason T. Montoya (NM)  
George S. Rayson (OH)  
Carl D. Short (MO)

The drivers were included in docket numbers FMCSA–1999–6480; FMCSA–2000–7363; FMCSA–2004–17195; FMCSA–2005–23099; FMCSA–2007–0071; FMCSA–2009–0303; FMCSA–2010–0050; FMCSA–2011–0379; FMCSA–2011–0380; FMCSA–2014–0003; FMCSA–2014–0004. Their exemptions are applicable as of June 3, 2018, and will expire on June 3, 2020.

As of June 6, 2018, and in accordance with 49 U.S.C. 31136(e) and 31315, the following two individuals have satisfied the renewal conditions for obtaining an

exemption from the vision requirement in the FMCSRs for interstate CMV drivers (77 FR 23799; 77 FR 33558; 79 FR 27365; 81 FR 28138):

Richard Doroba, (IL); and Tommy Thomas, (CA).

The drivers were included in docket number FMCSA–2012–0040. Their exemptions are applicable as of June 6, 2018, and will expire on June 6, 2020.

As of June 27, 2018, and in accordance with 49 U.S.C. 31136(e) and 31315, the following two individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (77 FR 27847; 77 FR 38386; 79 FR 29495; 81 FR 28138):

Matthew G. Epps, (FL); and James E. Sikkink, (IL).

The drivers were included in docket number FMCSA–2012–0104. Their exemptions are applicable as of June 27, 2018, and will expire on June 27, 2020.

In accordance with 49 U.S.C. 31315, each exemption will be valid for two years from the effective date unless revoked earlier by FMCSA. The exemption will be revoked if the following occurs: (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 prior to being granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136 and 31315.

Issued on: August 30, 2018.

**Larry W. Minor,**

*Associate Administrator for Policy.*

[FR Doc. 2018–19576 Filed 9–7–18; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2018–0012]

### 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 12 individuals from the vision requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) to operate a commercial motor vehicle (CMV) in interstate commerce. They are unable to meet the vision requirement in one eye for various reasons. The exemptions enable these individuals to operate CMVs in

interstate commerce without meeting the vision requirement in one eye.

**DATES:** The exemptions were applicable on July 19, 2018. The exemptions expire on July 19, 2020.

**FOR FURTHER INFORMATION CONTACT:** Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366–4001, [fmcsamedical@dot.gov](mailto:fmcsamedical@dot.gov), FMCSA, Department of Transportation, 1200 New Jersey Avenue SE, Room W64–224, Washington, DC 20590–0001. Office hours are from 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

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**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., e.t., 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 <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>.

#### II. Background

On June 18, 2018, FMCSA published a notice announcing receipt of applications from 12 individuals requesting an exemption from vision requirement in 49 CFR 391.41(b)(10) and requested comments from the public (83 FR 28320). The public comment period ended on July 18, 2018, and two comments were received.

FMCSA has evaluated the eligibility of these applicants and determined that granting the exemptions to these individuals would achieve a level of safety equivalent to or greater than the level that would be achieved by complying with the current regulation 49 CFR 391.41(b)(10).

The physical qualification standard for drivers regarding vision found in 49 CFR 391.41(b)(10) states that a person is physically qualified to driver a CMV 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.

#### III. Discussion of Comments

FMCSA received two comments in this proceeding. Lora Swindall submitted a comment of encouragement for the drivers listed in this notice. Christopher Craine submitted a comment asking for assistance applying for a medical exemption. This is outside the scope of the current announcement. Information regarding all medical exemptions, including application packages, is available on the FMCSA website at <https://www.fmcsa.dot.gov/medical/driver-medical-requirements/driver-exemption-programs>.

#### IV. Basis for Exemption Determination

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the vision standard in 49 CFR 391.41(b)(10) if the exemption is likely to achieve an equivalent or greater level of safety than would be achieved without the exemption. The exemption allows applicants to operate CMVs in interstate commerce.

The Agency's decision regarding these exemption applications is based on medical reports about the applicants' vision as well as their driving records and experience driving with the vision deficiency. The qualifications, experience, and medical condition of each applicant were stated and discussed in detail in the June 18, 2018, **Federal Register** notice (83 FR 28320) and will not be repeated in this notice.

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 12 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, aphakia, chorioretinal scar, complete loss of vision, enucleation, macular scar, and retinal scarring. In most cases, their eye conditions were not recently developed. Eight of the applicants were either born with their vision impairments or have had them since childhood. The four individuals that sustained their vision conditions as adults have had it for a