

Scott W. Shindledecker (IN)  
 Shirliann F. Skroch (NV)  
 Ross L. Smith, Sr. (NJ)  
 Christopher Starghill (DC)  
 Richard L. Stark (OH)  
 Philip E. Stegeman (ID)  
 Brandon L. Weaver (PA)  
 Matthew G. Williams (KY)  
 Michael B. Wilson (OH)

The drivers were included in docket numbers FMCSA–2010–0051; FMCSA–2014–0014. Their exemptions are applicable as of May 21, 2018, and will expire on May 21, 2020.

As of May 23, 2018, and in accordance with 49 U.S.C. 31136(e) and 31315, Derald E. Moenning, (NE) has satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (79 FR 22573; 79 FR 35855; 82 FR 24434).

The driver was included in docket number FMCSA–2014–0015. The exemption is applicable as of May 23, 2018, and will expire on May 23, 2020.

As of May 26, 2018, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 48 individuals have satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (81 FR 24161; 81 FR 59723):

Thomas H. Adams, Jr. (PA)  
 Spencer L. Bates (VT)  
 Hobert P. Bates (TX)  
 Erik E. Baumgart (NE)  
 Robert T. Birch (PA)  
 Frank A. Borchers (NJ)  
 Nathan P. Broussard (KS)  
 Rodney J. Brown (VA)  
 Nicholas M. Catizone (MA)  
 Michael J. Christians (MN)  
 William R. Faller (PA)  
 Stephen L. Fehr (IL)  
 Stephen P. Glenning (FL)  
 Kevin B. Green (TN)  
 Dusty R. Grover (ID)  
 Robert W. Guccion (IA)  
 Andy H. Harnden (WA)  
 Russell D. Hartley (KS)  
 Eric D. Hulst (SD)  
 Stephen J. Hyde, Sr. (MA)  
 Steven G. Jackson (IN)  
 Michelle Jenkins (MA)  
 Robert C. Jones (VA)  
 Paul M. Joyce (MA)  
 Steven W. Keech (PA)  
 David O. Ludwig (ND)  
 Marvin D. Mitchell (WA)  
 Jack D. Moore (WV)  
 Matthew A. Neidermeier (FL)  
 Thomas M. Noon (MI)  
 Ronald A. Ortiz (CA)  
 Michael V. Palmer (NY)  
 LeRonne Pegues (IL)

John D. Penrod (SD)  
 Thomas M. Peterson (NE)  
 Gregory S. Potter (MO)  
 Lisa M. Reynolds (CO)  
 Martina M. Sanchez (NY)  
 Daniel J. Sing (OH)  
 Mark W. Smith (PA)  
 Larry E. Sorrells (VA)  
 Michael R. Thomen (OH)  
 Charles E. Tillman, Jr. (FL)  
 Monte D. Trout (WA)  
 Aaron M. Trudeau (MT)  
 Thomas M. Waldron (MA)  
 David M. Wilfeard II (NY)  
 Deborah C. Williams (NJ)

The drivers were included in docket number FMCSA–2016–0036. Their exemptions are applicable as of May 26, 2018, and will expire on May 26, 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: June 11, 2018.

**Larry W. Minor,**

*Associate Administrator for Policy.*

[FR Doc. 2018–12987 Filed 6–15–18; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2018–0010]

#### 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 14 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 May 30, 2018. The exemptions expire on May 30, 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

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 April 27, 2018, FMCSA published a notice announcing receipt of applications from 14 individuals requesting an exemption from vision requirement in 49 CFR 391.41(b)(10) and requested comments from the public (83 FR 18644). The public comment period ended on May 29, 2018, and no 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 a 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 proceeding.

### 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 April 27, 2018, **Federal Register** notice (83 FR 18644) 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 14 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, complete loss of vision, corneal scar, enucleation, keratoconus, macular scar, optic atrophy, and prosthesis. In most cases, their eye conditions were not recently developed. Eleven of the applicants were either born with their vision impairments or have had them since childhood. The three individuals that sustained their vision conditions as adults have had it for a range of 14 to 30 years. Although each applicant has one eye which does not meet the vision requirement in 49 CFR 391.41(b)(10), each has at least 20/40 corrected vision in the other eye, and in a doctor's opinion, has sufficient vision to perform all the tasks necessary to operate a CMV.

Doctors' opinions are supported by the applicants' possession of a valid license to operate a CMV. By meeting State licensing requirements, the applicants demonstrated their ability to operate a CMV, with their limited vision in intrastate commerce, even though their vision disqualified them from driving in interstate commerce. We

believe that the applicants' intrastate driving experience and history provide an adequate basis for predicting their ability to drive safely in interstate commerce. Intrastate driving, like interstate operations, involves substantial driving on highways on the interstate system and on other roads built to interstate standards. Moreover, driving in congested urban areas exposes the driver to more pedestrian and vehicular traffic than exists on interstate highways. Faster reaction to traffic and traffic signals is generally required because distances between them are more compact. These conditions tax visual capacity and driver response just as intensely as interstate driving conditions.

The applicants in this notice have driven CMVs with their limited vision in careers ranging for 4 to 96 years. In the past three years, no drivers were involved in crashes, and no drivers were convicted of moving violations in CMVs. All the applicants achieved a record of safety while driving with their vision impairment, demonstrating the likelihood that they have adapted their driving skills to accommodate their condition. As the applicants' ample driving histories with their vision deficiencies are good predictors of future performance, FMCSA concludes their ability to drive safely can be projected into the future.

Consequently, FMCSA finds that in each case exempting these applicants from the vision requirement in 49 CFR 391.41(b)(10) is likely to achieve a level of safety equal to that existing without the exemption.

### V. Conditions and Requirements

The terms and conditions of the exemption are provided to the applicants in the exemption document and includes the following: (1) Each driver must be physically examined every year (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the standard in 49 CFR 391.41(b)(10) and (b) by a certified Medical Examiner who attests that the individual is otherwise physically qualified under 49 CFR 391.41; (2) each driver must provide a copy of the ophthalmologist's or optometrist's report to the Medical Examiner at the time of the annual medical examination; and (3) each driver must provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the exemption when driving, for presentation to a duly

authorized Federal, State, or local enforcement official.

### VI. Preemption

During the period the exemption is in effect, no State shall enforce any law or regulation that conflicts with this exemption with respect to a person operating under the exemption.

### VII. Conclusion

Based upon its evaluation of the 14 exemption applications, FMCSA exempts the following drivers from the vision requirement, 49 CFR 391.41(b)(10), subject to the requirements cited above:

Zachary A. Abbotts (CT)  
Joseph J. Amatulli (NY)  
Clarton D. Avis (KY)  
Jimmy L. Burgi (TX)  
Gordon C. Canfield (MI)  
David M. Clark, Jr. (MD)  
Dorothy J. Crum (OH)  
Tammy J. Duval (NH)  
Brian K. LaJoie (MI)  
James V. Latess, Jr. (PA)  
Igor L. Litvak (MD)  
John A. Thomas, Jr. (NC)  
Jerry L. Womble (AR)  
Kevin Young (NJ)

In accordance with 49 U.S.C. 31136(e) and 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: June 11, 2018.

**Larry W. Minor,**

*Associate Administrator for Policy.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2010-0083; FMCSA-2010-0115; FMCSA-2010-0138; FMCSA-2012-0108; FMCSA-2012-0109; FMCSA-2014-0016; FMCSA-2014-0017; FMCSA-2016-0040; FMCSA-2016-0041; FMCSA-2016-0042]

### Qualification of Drivers; Exemption Applications; Diabetes

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