

have satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (76 FR 79756; 77 FR 5873; 81 FR 1281):

Howard A. Betz (OH)  
Kevin J. Coppens (ME)  
Frank H. Ford, Jr. (PA)  
Daniel R. Harris (TX)  
Joseph L. Owings (AL)  
Jerry H. Small (NC)

The drivers were included in docket number FMCSA–2011–0326. Their exemptions are applicable as of February 6, 2018, and will expire on February 6, 2020.

As of February 10, 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 rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (76 FR 78720; 77 FR 7232; 81 FR 1281): Kenneth J. Hill, (OH); Frank E. Ray, (KS).

The drivers were included in docket number FMCSA–2011–0327. Their exemptions are applicable as of February 10, 2018, and will expire on February 10, 2020.

As of February 12, 2018, and in accordance with 49 U.S.C. 31136(e) and 31315, Guy B. Mayes (WA) has satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (78 FR 78479; 79 FR 13086; 81 FR 1281).

This driver was included in docket number FMCSA–2013–0192. The exemption is applicable as of February 12, 2018, and will expire on February 12, 2020.

As of February 17, 2018, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 26 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 1987; 81 FR 36378):

Kevin D. Aaron (PA)  
Juan Acevedo (FL)  
Eugene O. Carr, Jr. (DE)  
Tracy R. Clark (KY)  
Jerry L. Coward (NC)  
Wesley N. Cubby (NJ)  
Michael G. Deschenes (MN)  
James C. Detwiler (PA)  
Jay E. Diller (PA)  
Jose N. Escobar (MD)  
Frank J. Gogno (PA)  
Michael D. Hashem (MA)  
George W. Hauck (LA)  
Aseneka K. Igambi (TX)  
Hayward G. Jinright (AL)  
James S. Kauffman (PA)

Kevin M. Kemp (NJ)  
Carlos A. Montano (NY)  
Michael J. Payne (MD)  
Christopher M. Seals (MS)  
Robert Sienkiewicz (MI)  
Craig A. Sines (OR)  
Joel K. Spencer (AL)  
Kendall W. Unruh (MO)  
Daniel R. Vilart (WA)  
Logan D. Yoder (IN)

The drivers were included in docket number FMCSA–2015–0341. Their exemptions are applicable as of February 17, 2018, and will expire on February 17, 2020.

As of February 22, 2018, and in accordance with 49 U.S.C. 31136(e) and 31315, the following ten individuals have satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (77 FR 533; 77 FR 10607; 81 FR 1281):

Garry L. Camden (IN)  
Loren A. Cox (NY)  
Daryl F. Gilbertson (WI)  
Alfred Gutierrez, II (OK)  
Matthew D. Hulse (KS)  
Neil Karvonen (WA)  
Earl T. Morton, Jr. (VA)  
Richard A. Norstebon (ND)  
Donald J. Olbinski (IL)  
Kevin E. Risley (IN)

The drivers were included in docket number FMCSA–2011–0367. Their exemptions are applicable as of February 22, 2018, and will expire on February 22, 2020.

As of February 24, 2018, and in accordance with 49 U.S.C. 31136(e) and 31315, the following five individuals have satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (74 FR 68092; 75 FR 8182; 81 FR 1281):

Daniel C. Druffel (WA)  
Gregory J. Godley (WA)  
Justin R. Henneincke (CA)  
Richard L. Sulzberger (IL)  
Dirk Vanstralen (CA)

The drivers were included in docket number FMCSA–2009–0294. Their exemptions are applicable as of February 24, 2018, and will expire on February 24, 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: April 23, 2018.

**Larry W. Minor,**

*Associate Administrator for Policy.*

[FR Doc. 2018–08916 Filed 4–26–18; 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 applications for exemption; request for comments.

**SUMMARY:** FMCSA announces receipt of applications from 14 individuals for an exemption from the vision requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) to operate a commercial motor vehicle (CMV) in interstate commerce. If granted, the exemptions will enable these individuals to operate CMVs in interstate commerce without meeting the vision requirement in one eye.

**DATES:** Comments must be received on or before May 29, 2018.

**ADDRESSES:** You may submit comments bearing the Federal Docket Management System (FDMS) Docket No. FMCSA–2018–0010 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery:* West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal Holidays.

- *Fax:* 1–202–493–2251.

*Instructions:* Each submission must include the Agency name and the docket number(s) for this notice. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below for further information.

*Docket:* For access to the docket to read background documents or

comments, go to <http://www.regulations.gov> at any time 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. The FDMS is available 24 hours each day, 365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments online.

**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>.

**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 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. Background**

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the FMCSRs for a five-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.” The statute also allows the Agency to renew exemptions at the end of the five-year period. FMCSA grants exemptions from the FMCSRs for a two-year period to align with the maximum duration of a driver’s medical certification.

The 14 individuals listed in this notice have requested an exemption from the vision requirement in 49 CFR 391.41(b)(10). Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting an exemption will achieve the required level of safety mandated by statute.

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 standard red, green, and amber.

In July 1992, the Agency first published the criteria for the Vision Waiver Program, which listed the conditions and reporting standards that CMV drivers approved for participation would need to meet (Qualification of Drivers; Vision Waivers, 57 FR 31458, July 16, 1992). The current Vision Exemption Program was established in 1998, following the enactment of amendments to the statutes governing exemptions made by § 4007 of the Transportation Equity Act for the 21st Century (TEA-21), Public Law 105-178, 112 Stat. 107, 401 (June 9, 1998). Vision exemptions are considered under the procedures established in 49 CFR part 381 subpart C, on a case-by-case basis upon application by CMV drivers who do not meet the vision standards of 49 CFR 391.41(b)(10).

To qualify for an exemption from the vision requirement, FMCSA requires a person to present verifiable evidence that he/she has driven a commercial vehicle safely with the vision deficiency for the past three years. Recent driving performance is especially important in evaluating future safety, according to several research studies designed to correlate past and future driving performance. Results of these studies support the principle that the best predictor of future performance by a driver is his/her past record of crashes and traffic violations. Copies of the studies may be found at Docket Number FMCSA-1998-3637.

FMCSA believes it can properly apply the principle to monocular drivers, because data from the Federal Highway Administration’s (FHWA) former waiver study program clearly demonstrated the driving performance of experienced monocular drivers in the program is better than that of all CMV drivers collectively (See 61 FR 13338, 13345, March 26, 1996). The fact that experienced monocular drivers demonstrated safe driving records in the waiver program supports a conclusion that other monocular drivers, meeting the same qualifying conditions as those required by the waiver program, are also likely to have adapted to their vision

deficiency and will continue to operate safely.

The first major research correlating past and future performance was done in England by Greenwood and Yule in 1920. Subsequent studies, building on that model, concluded that crash rates for the same individual exposed to certain risks for two different time periods vary only slightly (See Bates and Neyman, University of California Publications in Statistics, April 1952). Other studies demonstrated theories of predicting crash proneness from crash history coupled with other factors. These factors—such as age, sex, geographic location, mileage driven and conviction history—are used every day by insurance companies and motor vehicle bureaus to predict the probability of an individual experiencing future crashes (See Weber, Donald C., “Accident Rate Potential: An Application of Multiple Regression Analysis of a Poisson Process,” Journal of American Statistical Association, June 1971). A 1964 California Driver Record Study prepared by the California Department of Motor Vehicles concluded that the best overall crash predictor for both concurrent and nonconcurrent events is the number of single convictions. This study used three consecutive years of data, comparing the experiences of drivers in the first two years with their experiences in the final year.

##### **II. Qualifications of Applicants**

###### *Zachary A. Abbotts*

Mr. Abbotts, 24, has complete loss of vision in his left eye due to a traumatic incident in childhood. The visual acuity in his right eye is 20/15, and in his left eye, no light perception. Following an examination in 2017, his optometrist stated, “In my opinion, I see absolutely no reason why Zachary’s visual condition would impair his ability to operate a commercial vehicle in any way.” Mr. Abbotts reported that he has driven straight trucks for five years, accumulating 3,900 miles. He holds an operator’s license from Connecticut. His driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

###### *Joseph J. Amatulli*

Mr. Amatulli, 59, has had amblyopia in his left eye since birth. The visual acuity in his right eye is 20/25, and in his left eye, 20/60. Following an examination in 2017, his ophthalmologist stated, “I am a board-certified ophthalmologist in New York State (Lic. #241224) and certify that in my medical opinion, he has sufficient

vision to perform the driving tasks required to operate a commercial vehicle.” Mr. Amatulli reported that he has driven straight trucks for 15 years, accumulating 7,500 miles, and tractor-trailer combinations for 11 years, accumulating 3,850 miles. He holds a Class A CDL from New York. His driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

*Clarton D. Avis*

Mr. Davis, 59, has a prosthetic right eye due to a traumatic incident in 1988. The visual acuity in his right eye is no light perception, and in his left eye, 20/20. Following an examination in 2018, his ophthalmologist stated, “In my opinion, Mr. Avis’ vision is sufficient to perform the task of driving required to operate a commercial vehicle.” Mr. Davis reported that he has driven straight trucks for 38 years, accumulating 2.5 million miles, and tractor-trailer combinations for 38 years, accumulating 364,000 miles. He holds a Class A CDL from Kentucky. His driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

*Jimmy L. Burgi*

Mr. Burgi, 57, has a corneal scar in his left eye due to a traumatic incident in 2004. The visual acuity in his right eye is 20/20, and in his left eye, light perception. Following an examination in 2018, his optometrist stated, “My medical opinion is that the patient does have sufficient vision to perform the driving tasks required to operate a commercial vehicle do [sic] to the fact that the patient has been driving a commercial vehicle for the last several years and his vision is stable.” Mr. Burgi reported that he has driven tractor-trailer combinations for four years, accumulating 130,000 miles. He holds a Class A CDL from Texas. His driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

*Gordon C. Canfield*

Mr. Canfield, 67, has had amblyopia in his left eye since childhood. The visual acuity in his right eye is 20/20, and in his left eye, 20/50. Following an examination in 2018, his optometrist stated, “It is my opinion that Mr. Canfield has sufficient vision to perform the driving tasks required to operate a commercial vehicle.” Mr. Canfield reported that he has driven tractor-trailer combinations for 25 years, accumulating 60,000 miles. He holds a Class A CDL from Michigan. His driving record for the last three years shows no

crashes and no convictions for moving violations in a CMV.

*David M. Clark, Jr.*

Mr. Clark, 66, has had optic atrophy in his right eye since birth. The visual acuity in his right eye is counting fingers, and in his left eye, 20/15. Following an examination in 2017, his optometrist stated, “Patient has sufficient vision to operate a commercial vehicle.” Mr. Clark reported that he has driven straight trucks for 49 years, accumulating 49,000 miles and tractor-trailer combinations for 47 years, accumulating 2.35 million miles. He holds a Class A CDL from Maryland. His driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

*Dorothy J. Crum*

Ms. Crum, 54, has had a macular scar in her left eye due to histoplasmosis in childhood. The visual acuity in her right eye is 20/15, and in her left eye, 20/100. Following an examination in 2018, her optometrist stated, “Thus I believe that she has adequate vision for performing the essential duties for driving a commercial vehicle.” Ms. Crum reported that she has driven tractor-trailer combinations for six years, accumulating 780,000 miles. She holds a Class A CDL from Ohio. Her driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

*Tammy J. Duval*

Ms. Duval, 52, has had keratoconus in her left eye since childhood. The visual acuity in her right eye is 20/20, and in her left eye, 20/200. Following an examination in 2018, her optometrist stated, “In my medical opinion, Ms. Duval has sufficient vision to perform the driving tasks required to operate a commercial vehicle.” Ms. Duval reported that she has driven buses for 25 years, accumulating 286,650 miles. She holds a Class B CDL from New Hampshire. Her driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

*Brian K. LaJoie*

Mr. LaJoie, 47, has aphakia in his left eye due to a traumatic incident in childhood. The visual acuity in his right eye is 20/20, and in his left eye, 20/400. Following an examination in 2017, his optometrist stated, “Certifies that in my medical opinion, patient has sufficient vision to perform the driving tasks to operate commercial vehicle: Yes” Mr. LaJoie reported that he has driven straight trucks for 23 years,

accumulating 65,000 miles. He holds a Class CA CDL from Michigan. His driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

*James V. Latess, Jr.*

Mr. Latess, 61, has had amblyopia in his left eye since childhood. The visual acuity in his right eye is 20/30, and in his left eye, 20/150. Following an examination in 2018, his optometrist stated, “He has sufficient vision for all driving tasks required to operate a commercial vehicle.” Mr. Latess reported that he has driven straight trucks for 27 years, accumulating 135,000 miles. He holds a Class B CDL from Pennsylvania. His driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

*Igor L. Litvak*

Mr. Litvak, 32, has complete loss of vision in his right eye due to a traumatic incident in 2002. The visual acuity in his right eye is no light perception, and in his left eye, 20/25. Following an examination in 2017, his ophthalmologist stated, “In my medical opinion, Mr. Litvak has sufficient vision in his normal left eye to perform driving tasks required to operate a commercial vehicle.” Mr. Litvak reported that he has driven straight trucks for seven years, accumulating 350,000 miles, and tractor-trailer combinations for six years, accumulating 480,000 miles. He holds an operator’s license from Maryland. His driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

*John A. Thomas, Jr.*

Mr. Thomas, 58, has had amblyopia in his right eye since birth. The visual acuity in his right eye is count fingers, and in his left eye, 20/20. Following an examination in 2018, his optometrist stated, “John Thomas has sufficient vision to perform the driving task required to operate a commercial vehicle.” Mr. Thomas reported that he has driven straight trucks for 40 years, accumulating one million miles and tractor-trailer combinations for 37 years, accumulating 3.7 million miles. He holds a Class A CDL from North Carolina. His driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

*Jerry L. Womble*

Mr. Womble, 69, has an enucleated left eye due to a traumatic incident in childhood. The visual acuity in his right

eye is no light perception, and in his left eye, 20/20. Following an examination in 2017, his optometrist stated, "In my opinion, Mr. Womble has sufficient vision to perform the driving tasks needed to operate a commercial vehicle." Mr. Womble reported that he has driven straight trucks for three years, accumulating 108,000 miles, and tractor-trailer combinations for two years, accumulating 80,000 miles. He holds a Class A CDL from Arkansas. His driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

*Kevin Young*

Mr. Young, 37, has keratoconus in his left eye due to a traumatic incident in childhood. The visual acuity in his right eye is 20/20, and in his left eye, 20/60. Following an examination in 2017, his optometrist stated, "In my medical opinion, I certify that Kevin M. Young's left eye vision deficiency provides sufficient vision ability to perform the driving tasks required to operate a commercial vehicle in conjunction with his normal right eye for overall vision performance." Mr. Young reported that he has driven straight trucks for ten years, accumulating 5,000 miles, and tractor-trailer combinations for five years, accumulating 10,000 miles. He holds an operator's license from New Jersey. His driving record for the last three years shows no crashes and no convictions for moving violations in a CMV.

### III. Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315, FMCSA requests public comment from all interested persons on the exemption petitions described in this notice. We will consider all comments and material received before the close of business on the closing date indicated in the dates section of the notice.

### IV. Submitting Comments

You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and in the search box insert the docket number FMCSA-2018-0010 and click the search 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 at 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-2018-0010 and click "Search." Next, click "Open Docket Folder" and you will find all documents and comments related to this notice.

Issued on: April 23, 2018.

**Larry W. Minor,**

*Associate Administrator for Policy.*

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**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2018-0027]

### Qualification of Drivers; Exemption Applications; Diabetes

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

**ACTION:** Notice of denials.

**SUMMARY:** FMCSA announces its decision to deny applications from 17 individuals who requested an exemption from the Federal Motor Carrier Safety Regulations (FMCSRs) prohibiting persons with insulin-treated diabetes mellitus (ITDM) from operating a commercial motor vehicle (CMV) in interstate commerce.

**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

FMCSA received applications from 17 individuals who requested an exemption from the FMCSRs prohibiting persons with ITDM from operating a CMV in interstate commerce.

FMCSA has evaluated the eligibility of these applicants and concluded that granting these exemptions would not provide a level of safety that would be equivalent to or greater than, the level of safety that would be obtained by complying with the regulation 49 CFR 391.41(b)(3).

#### III. Basis for Exemption Determination

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption if it finds such an exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such an exemption.

The Agency's decision regarding these exemption applications is based on the eligibility criteria, the terms and conditions for Federal exemptions, and an individualized assessment of each applicant's medical information provided by the applicant.

#### IV. Conclusion

The Agency has determined that these applicants do not satisfy the criteria eligibility or meet the terms and conditions of the Federal exemption and granting these exemptions would not