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Dated: February 3, 2022.

Edward C. Meade,

Agency Liaison.

[FR Doc. 2022-02712 Filed 2-4-22; 4:15 pm]

BILLING CODE 8120-08-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Rescission of Finding of No Significant Impact for the I-5 Rose Quarter Improvement Project in Portland, Oregon

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: The FHWA is issuing this notice to advise the public that it has rescinded the Finding of No Significant Impact (FONSI) for the I-5 Rose Quarter Improvement Project, a proposed highway project on Interstate 5 in Portland, Oregon.

FOR FURTHER INFORMATION CONTACT: Emily Cline, Environmental Program Manager, FHWA Oregon Division Office, 530 Center St. NE, Salem, OR 97301, Office Hours: 7:30 a.m. to 4:00 p.m., Office Phone: 503-316-2547, Email: Emily.cline@dot.gov. You may also contact Megan Channell, Rose Quarter Project Director, ODOT Region 1, 123 NW Flanders St., Portland, OR 97209, Office Phone: 971-233-6510, Office Hours, 8:00 a.m.-5:00 p.m., Email: Megan.Channell@odot.state.or.us.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded from the Office of the Federal Register's website at www.FederalRegister.gov and the Government Publishing Office's website at www.GovInfo.gov.

Background

On November 6, 2020, at 85 FR 71136, FHWA advised the public that it had prepared a Revised Environmental Assessment and a FONSI for the I-5 Rose Quarter Improvement Project. The proposed improvements would extend existing auxiliary lanes in the northbound and southbound directions

to improve safety and operations on Interstate-5 (I-5) between Interstate 84 and Interstate 405, and make improvements to local streets to improve multimodal connections over I-5. Changes made to the project after the FONSI was issued necessitate vacating that finding and conducting additional analysis to account for altered environmental impacts before proceeding. A new decision under the National Environmental Policy Act and any other necessary Federal environmental determinations will be issued consistent with this additional analysis.

Phillip A. Ditzler,

Division Administrator, Federal Highway Administration.

[FR Doc. 2022-02528 Filed 2-7-22; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-1998-4334; FMCSA-1999-5578; FMCSA-1999-6156; FMCSA-2001-9561; FMCSA-2002-12844; FMCSA-2003-16241; FMCSA-2005-20560; FMCSA-2005-22194; FMCSA-2005-22727; FMCSA-2006-24783; FMCSA-2006-26653; FMCSA-2007-0017; FMCSA-2007-27333; FMCSA-2007-27897; FMCSA-2008-0398; FMCSA-2009-0121; FMCSA-2009-0303; FMCSA-2010-0187; FMCSA-2010-0354; FMCSA-2011-0010; FMCSA-2011-0024; FMCSA-2011-0057; FMCSA-2011-0092; FMCSA-2011-0102; FMCSA-2011-0142; FMCSA-2011-0189; FMCSA-2011-0298; FMCSA-2011-0299; FMCSA-2011-0366; FMCSA-2011-26690; FMCSA-2013-0021; FMCSA-2013-0022; FMCSA-2013-0025; FMCSA-2013-0027; FMCSA-2013-0029; FMCSA-2013-0165; FMCSA-2013-0167; FMCSA-2013-0168; FMCSA-2013-0169; FMCSA-2013-0170; FMCSA-2014-0003; FMCSA-2014-0007; FMCSA-2014-0296; FMCSA-2014-0297; FMCSA-2014-0299; FMCSA-2015-0048; FMCSA-2015-0049; FMCSA-2015-0053; FMCSA-2015-0055; FMCSA-2015-0056; FMCSA-2015-0070; FMCSA-2015-0072; FMCSA-2015-0344; FMCSA-2016-0213; FMCSA-2016-0214; FMCSA-2017-0014; FMCSA-2017-0018; FMCSA-2017-0020; FMCSA-2017-0022; FMCSA-2017-0023; FMCSA-2017-0024; FMCSA-2018-0209; FMCSA-2019-0004; FMCSA-2019-0006; FMCSA-2019-0013; FMCSA-2019-0014; FMCSA-2019-0015; FMCSA-2019-0019; FMCSA-2020-0018]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to renew exemptions for 109 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 provided below.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366-4001, fmcamedical@dot.gov, FMCSA, DOT, 1200 New Jersey Avenue SE, Room W64-224, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m., ET, Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

A. Viewing Comments

To view comments go to www.regulations.gov, insert the docket number, FMCSA-1998-4334, FMCSA-1999-5578, FMCSA-1999-6156, FMCSA-2001-9561, FMCSA-2002-12844, FMCSA-2003-16241, FMCSA-2005-20560, FMCSA-2005-22194, FMCSA-2005-22727, FMCSA-2006-24783, FMCSA-2006-26653, FMCSA-2007-0017, FMCSA-2007-27333, FMCSA-2007-27897, FMCSA-2008-0398, FMCSA-2009-0121, FMCSA-2009-0303, FMCSA-2010-0187, FMCSA-2010-0354, FMCSA-2011-0010, FMCSA-2011-0024, FMCSA-2011-0057, FMCSA-2011-0092, FMCSA-2011-0102, FMCSA-2011-0142, FMCSA-2011-0189, FMCSA-2011-0298, FMCSA-2011-0299, FMCSA-2011-0366, FMCSA-2011-26690, FMCSA-2013-0021, FMCSA-2013-0022, FMCSA-2013-0025, FMCSA-2013-0027, FMCSA-2013-0029, FMCSA-2013-0165, FMCSA-2013-0167, FMCSA-2013-0168, FMCSA-2013-0169, FMCSA-2013-0170, FMCSA-2014-0003, FMCSA-2014-0007, FMCSA-2014-0296, FMCSA-2014-0297, FMCSA-2014-0299, FMCSA-2015-0048, FMCSA-2015-0049, FMCSA-2015-0053, FMCSA-2015-0055, FMCSA-2015-0056, FMCSA-2015-0070, FMCSA-2015-0072, FMCSA-2015-0344, FMCSA-2016-0213, FMCSA-2016-

0214, FMCSA–2017–0014, FMCSA–2017–0018, FMCSA–2017–0020, FMCSA–2017–0022, FMCSA–2017–0023, FMCSA–2017–0024, FMCSA–2018–0209, FMCSA–2019–0004, FMCSA–2019–0006, FMCSA–2019–0013, FMCSA–2019–0014, FMCSA–2019–0015, FMCSA–2019–0019, or FMCSA–2020–0018 in the keyword box, and click “Search.” Next, sort the results by “Posted (Newer-Older),” choose the first notice listed, and click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in Room W12–140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

B. Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at www.transportation.gov/privacy.

II. Background

On December 10, 2021, FMCSA published a notice announcing its decision to renew exemptions for 109 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 (86 FR 70571). The public comment period ended on January 10, 2022, and no comments were received.

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 § 391.41(b)(10).

The physical qualification standard for drivers regarding vision found in § 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 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. Conclusion

Based on its evaluation of the 109 renewal exemption applications and comments received, FMCSA confirms its decision to exempt the following drivers from the vision requirement in § 391.41(b)(10).

As of January 3, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following 87 individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (63 FR 66226; 64 FR 27027; 64 FR 54948; 66 FR 30502; 67 FR 68719; 68 FR 61857; 70 FR 17504; 70 FR 57353; 71 FR 32183; 72 FR 8417; 72 FR 12666; 72 FR 39879; 74 FR 7097; 74 FR 26461; 75 FR 47883; 75 FR 72863; 76 FR 9856; 76 FR 17481; 76 FR 18824; 76 FR 25766; 76 FR 29022; 76 FR 49528; 76 FR 55465; 76 FR 64169; 77 FR 17117; 78 FR 10251; 78 FR 12815; 78 FR 20376; 78 FR 24798; 78 FR 34143; 78 FR 47818; 78 FR 63302; 78 FR 64274; 78 FR 67454; 79 FR 14571; 79 FR 38659; 79 FR 58856; 79 FR 63211; 79 FR 73397; 80 FR 26139; 80 FR 31636; 80 FR 40122; 80 FR 44188; 80 FR 59230; 80 FR 67476; 80 FR 70060; 82 FR 12678; 82 FR 13187; 82 FR 17736; 82 FR 24430; 82 FR 34564; 82 FR 37504; 82 FR 43647; 84 FR 2323; 84 FR 5550; 84 FR 11859; 84 FR 46088; 84 FR 47050; 84 FR 52160):

Thomas E. Adams (IN)
William D. Amberman (PA)
Lawrence A. Angle (MO)
Robert F. Anneheim (NC)
Luis A. Bejarano (AZ)
Eugenio V. Bermudez (MA)
Johnny A. Bingham (NC)
Russell A. Bolduc (CT)
Jason W. Bowers (OR)
Kenneth E. Bross (MO)
Rickie L. Brown (MS)
Stacey J. Buckingham (ID)
Robert M. Cassell, Jr. (NC)
Julian Collins (GA)
Duane C. Conway (NV)
Andrew R. Cook (VT)
Thomas R. Crocker (SC)
Thomas W. Crouch (IN)
Jeffrey S. Daniel (VA)
John J. Davis (SC)
Walter C. Dean, Sr. (AL)
Gerald S. Dennis (IA)
Brad M. Donald (MI)
Dennis C. Edler (PA)
Denise M. Engle (GA)
Eric Esplin (UT)
Tomie L. Estes (MO)
Steven L. Forristall (WI)

John A. Gartner (MN)
William K. Gullett (KY)
Ahmed M. Gutale (MN)
Michael D. Halferty (IA)
John R. Harper (KS)
Steven E. Hayes (IN)
Richard Healy (MD)
Dustin K. Heimbach (PA)
Dennis H. Heller (KS)
Philip E. Henderson (MO)
Shane M. Holm (WA)
Michael D. Judy (KS)
Jeffrey A. Keefer (OH)
Purvis W. Kills Enemy At Night (SD)
Jay D. Labrum (UT)
Edward H. Lampe (OR)
Charles H. Lefew (VA)
Stephen C. Linardos (FL)
Daniel C. Linares (CA)
Lonnie Lomax, Jr. (IL)
Darrel R. Martin (MD)
Frederick L. McCurry (VA)
Keith W. McNabb (ID)
Dionicio Mendoza (TX)
Ronald S. Milkowski (NJ)
Pablo R. Murillo (TX)
Timothy W. Nappier (MI)
Tobias G. Olsen (ND)
James A. Parker (PA)
John R. Price (AR)
Kenneth A. Reddick (PA)
Francis D. Reginald (NJ)
Steven P. Richter (MN)
Danilo A. Rivera (MD)
Michael J. Robinson (WV)
Esequiel Rodriguez, Jr. (TX)
Jonathan C. Rollings (IA)
James R. Rupert (CA)
Craig R. Saari (MN)
Joaquin A. Sandoval (OR)
Eugene D. Self, Jr. (NC)
Michael L. Sherum (AL)
Levi A. Shetler (OH)
David W. Skillman (WA)
Boyd D. Stamey (NC)
Robert D. Steele (WA)
Neil G. Sturges (NY)
Jeffrey R. Swett (SC)
James B. Taflinger, Sr. (VA)
Lee T. Taylor (FL)
Steven L. Thomas (IN)
Dale A. Torkelson (WI)
Herman D. Truewell (FL)
Tristan A. Twito (TX)
Jeffrey Waterbury (NY)
Daniel A. Wescott (CO)
Gregory A. Woodward (OR)
Walter M. Yohn, Jr. (AL)
William E. Zezulka (MN)

The drivers were included in docket numbers FMCSA–1998–4334; FMCSA–1999–5578; FMCSA–1999–6156; FMCSA–2001–9561; FMCSA–2002–12844; FMCSA–2003–16241; FMCSA–2005–20560; FMCSA–2005–22194; FMCSA–2006–24783; FMCSA–2006–26653; FMCSA–2007–27333; FMCSA–2007–27897; FMCSA–2008–0398;

FMCSA–2009–0121; FMCSA–2010–0187; FMCSA–2010–0354; FMCSA–2011–0010; FMCSA–2011–0024; FMCSA–2011–0057; FMCSA–2011–0092; FMCSA–2011–0102; FMCSA–2011–0142; FMCSA–2011–0189; FMCSA–2011–0366; FMCSA–2011–26690; FMCSA–2013–0021; FMCSA–2013–0022; FMCSA–2013–0025; FMCSA–2013–0027; FMCSA–2013–0029; FMCSA–2013–0165; FMCSA–2013–0168; FMCSA–2013–0169; FMCSA–2013–0170; FMCSA–2014–0003; FMCSA–2014–0007; FMCSA–2014–0296; FMCSA–2014–0297; FMCSA–2014–0299; FMCSA–2015–0048; FMCSA–2015–0049; FMCSA–2015–0053; FMCSA–2015–0055; FMCSA–2015–0056; FMCSA–2015–0070; FMCSA–2015–0072; FMCSA–2016–0213; FMCSA–2016–0214; FMCSA–2017–0014; FMCSA–2017–0018; FMCSA–2017–0020; FMCSA–2017–0022; FMCSA–2017–0023; FMCSA–2018–0209; FMCSA–2019–0004; FMCSA–2019–0006; FMCSA–2019–0013; FMCSA–2019–0014; and FMCSA–2019–0015. Their exemptions were applicable as of January 3, 2022 and will expire on January 3, 2024.

As of January 5, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following individual has satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (76 FR 70213): George G. Ulferts, Jr. (IA)

The driver was included in docket number FMCSA–2011–0298. The exemption was applicable as of January 5, 2022 and will expire on January 5, 2024.

As of January 8, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following four individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (72 FR 67340; 80 FR 76345):

Wayne A. Burnett (NC)
Thomas E. Gross (PA)
Steven G. Hall (NC)
Jason Huddleston (TX)

The drivers were included in docket numbers FMCSA–2007–0017 and FMCSA–2015–0344. Their exemptions were applicable as of January 8, 2022 and will expire on January 8, 2024.

As of January 11, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following individual has satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (82 FR 58262): Christopher T. Peevyhouse (TN)

The driver was included in docket number FMCSA–2017–0024. The exemption was applicable as of January 11, 2022 and will expire on January 11, 2024.

As of January 15, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following two individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (78 FR 64271): Glenn H. Lewis (OH); and Roy A. Whitaker (TX)

The drivers were included in docket number FMCSA–2013–0167. Their exemptions were applicable as of January 15, 2022 and will expire on January 15, 2024.

As of January 22, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following individual has satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (84 FR 69814): Derrick A. Robinson (AL)

The driver was included in docket number FMCSA–2020–0018. The exemption was applicable as of January 22, 2022 and will expire on January 22, 2024.

As of January 23, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following individual has satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (78 FR 67454): Leonard A. Martin (NV)

The driver was included in docket number FMCSA–2013–0170. The exemption was applicable as of January 23, 2022 and will expire on January 23, 2024.

As of January 24, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following individual has satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (76 FR 73769): Mark A. Ferris (IA)

The driver was included in docket number FMCSA–2011–0299. The exemption was applicable as of January 24, 2022 and will expire on January 24, 2024.

As of January 27, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following individual has satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (70 FR 71884): Jason L. Light (ID)

The driver was included in docket number FMCSA–2005–22727. The exemption is applicable as of January 27, 2022 and will expire on January 27, 2024.

As of January 28, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following two individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (74 FR 60022):

Donald E. Halvorson (NM); and Phillip J. Locke (CO)

The drivers were included in docket number FMCSA–2009–0303. Their exemptions were applicable as of January 28, 2022 and will expire on January 28, 2024.

As of January 29, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following four individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (78 FR 67454):

Calvin J. Barbour (NY)
Jamie D. Daniels (IA)
Randy G. Kinney (IL)
Hector Marquez (TX)

The drivers were included in docket number FMCSA–2013–0170. Their exemptions were applicable as of January 29, 2022 and will expire on January 29, 2024.

As of January 30, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following four individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (84 FR 72114):

Brian K. Boyd (TX)
Vincent M. Najera (CA)
Jameson A. Otto (TX)
Jose M. Vasquez (NY)

The drivers were included in docket number FMCSA–2019–0019. Their exemptions were applicable as of January 30, 2022 and will expire on January 30, 2024.

In accordance with 49 U.S.C. 31315(b), each exemption will be valid for 2 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(e) and 31315(b).

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2022-02632 Filed 2-7-22; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2021-0015]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to exempt 13 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 January 11, 2022. The exemptions expire on January 11, 2024.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366-4001, fmcsamedical@dot.gov, FMCSA, DOT, 1200 New Jersey Avenue SE, Room W64-224, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m., ET, Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

A. Viewing Comments

To view comments go to www.regulations.gov, insert the docket number, FMCSA-2022-0015, in the keyword box, and click "Search." Next, sort the results by "Posted (Newer-Older)," choose the first notice listed, and click "Browse Comments." If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in Room W12-140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9

a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

B. Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.transportation.gov/privacy.

II. Background

On December 10, 2021, FMCSA published a notice announcing receipt of applications from 13 individuals requesting an exemption from vision requirement in 49 CFR 391.41(b)(10) and requested comments from the public (86 FR 70575). The public comment period ended on January 10, 2022, 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 § 391.41(b)(10).

The physical qualification standard for drivers regarding vision found in § 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 proceeding.

IV. Basis for Exemption Determination

Under 49 U.S.C. 31136(e) and 31315(b), FMCSA may grant an exemption from the FMCSRs for no longer than a 5-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 5-year period. FMCSA grants medical exemptions from the FMCSRs for a 2-

year period to align with the maximum duration of a driver's medical certification.

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 December 10, 2021, **Federal Register** notice (86 FR 70575) and will not be repeated here.

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 13 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, central scotoma, enucleation, glaucoma, ischemic optic neuropathy, macular pucker, prosthetic, retinal detachment, and retinal scarring. In most cases, their eye conditions did not develop recently. Eight of the applicants were either born with their vision impairments or have had them since childhood. The five individuals that developed their vision conditions as adults have had them for a range of 5 to 16 years. Although each applicant has one eye that does not meet the vision requirement in § 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