

17, 2021 and will expire on December 17, 2023.

As of December 24, 2021, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following three individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (78 FR 63302, 78 FR 64274, 78 FR 77778, 78 FR 77780, 80 FR 67481, 83 FR 2306, 85 FR 4764):

Thomas G. Gholston (MS); Chad A. Miller (IA); and Janusz K. Wis (IL)

The drivers were included in docket numbers FMCSA–2013–0168 and FMCSA–2013–0169. Their exemptions are applicable as of December 24, 2021 and will expire on December 24, 2023.

As of December 27, 2021, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following five individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (64 FR 27027, 64 FR 51568, 66 FR 53826, 66 FR 63289, 66 FR 66966, 67 FR 10471, 67 FR 19798, 68 FR 64944, 68 FR 69434, 69 FR 19611, 70 FR 53412, 70 FR 57353, 70 FR 67776, 70 FR 72689, 70 FR 74102, 74 FR 60021, 76 FR 75942, 78 FR 67452, 80 FR 67481, 83 FR 2306, 85 FR 4764):

Elmer E. Gockley (PA)
Randall B. Laminack (TX)
Robert W. Lantis (MT)
Eldon Miles (IN)
DeWayne Washington (NC)

The drivers were included in docket numbers FMCSA–1999–5578, FMCSA–2001–10578, FMCSA–2002–11426, and FMCSA–2005–22194. Their exemptions are applicable as of December 27, 2021 and will expire on December 27, 2023.

V. Conditions and Requirements

The exemptions are extended subject to the following conditions: (1) Each driver must undergo an annual physical examination (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the requirements in 49 CFR 391.41(b)(10), and (b) by a certified medical examiner (ME), as defined by § 390.5, who attests that the driver is otherwise physically qualified under § 391.41, (2) each driver must provide a copy of the ophthalmologist's or optometrist's report to the ME 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 of his/her driver's qualification if he/her 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. The exemption will be rescinded if: (1) The person fails to comply with the terms and conditions of the exemption, (2) the exemption has resulted in a lower level of safety than was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 before it was 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).

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.

VI. Conclusion

Based upon its evaluation of the 156 exemption applications, FMCSA renews the exemptions of the aforementioned drivers from the vision requirement in § 391.41(b)(10), subject to the requirements cited above. In accordance with 49 U.S.C. 31136(e) and 31315(b), each exemption will be valid for two years unless revoked earlier by FMCSA.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2021–23603 Filed 10–28–21; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–1999–6253]

Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on October 15, 2021, the Utah Transit Authority (UTA) petitioned the Federal Railroad Administration (FRA) for a modification and an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 210, 217, 218, 219, 220, 221, 222, 223, 225, 228, 229, 231, 234, 238, 239, 240, 242, and 243. The relevant FRA Docket Number is FRA–1999–6253.

UTA, operator of the rail fixed guideway public transit system TRAX in Salt Lake City, Utah, seeks to extend and expand the terms and conditions of its current shared use waiver of compliance. TRAX is operated with temporal separation on track owned by UTA and shared partially with Utah Railway Company and Savage Bingham & Garfield Railroad Company freight trains dispatched by UTA.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted at <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Communications received by December 13, 2021 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable. Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), the U.S. Department of Transportation (DOT) solicits comments from the public to better inform its processes. 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 <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

*Associate Administrator for Railroad Safety
Chief Safety Officer.*

[FR Doc. 2021–23520 Filed 10–28–21; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Docket Number FRA–2021–0099]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on October 13, 2021, the Lake Superior Railroad Museum (LSRM)

petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR 223.11, *Requirements for existing locomotives*. FRA assigned the petition Docket Number FRA–2021–0099.

Specifically, LSRM requests relief from glazing regulations for two diesel locomotives, EMC 4211 and GN 192, with noncompliant glazing.¹ The two locomotives are to be used in excursion service on the 26-mile line of the North Shore Scenic Railroad (between Duluth and Two Harbors, Minnesota) and on 1,500 feet of joint track with Canadian National (at Two Harbors). LSRM states that it is a non-profit corporation and replacing the glazing would cause a financial hardship.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted at <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Communications received by December 13, 2021 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable. Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), the U.S. Department of Transportation (DOT) solicits comments from the public to better inform its processes. 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 <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety Chief Safety Officer.

[FR Doc. 2021–23518 Filed 10–28–21; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2019–0011]

Deepwater Port License Application: SPOT Terminal Services LLC

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

ACTION: Notice of availability; Notice of public meeting and request for comments.

SUMMARY: The Maritime Administration (MARAD) and the U.S. Coast Guard (USCG) announce the availability of the Supplemental Draft Environmental Impact Statement (SDEIS) for the SPOT Terminal Services LLC (SPOT) Deepwater port license application for the export of oil from the United States to nations abroad. A SDEIS was prepared to ensure meaningful engagement of identified Limited English Proficient (LEP) persons in the environmental impact review process. To provide the most current information developed through the environmental review process, the SDEIS responds to comments received on the Draft Environmental Impact Statement (DEIS). Additionally, MARAD and USCG announce a virtual public meeting for the SDEIS.

DATES: MARAD and USCG will hold one virtual public meeting in connection with the SPOT SDEIS. The virtual public meeting will be held remotely due to the nationwide impacts of the existing public health emergency under Section 319 of the Public Health Service Act in response to Coronavirus Disease 2019 (COVID–19). Further, the President's declaration of a national emergency due to the COVID–19 outbreak, and state and local actions in response to COVID–19, have impacted the public's ability to assemble and provide feedback on the SPOT deepwater port license application through in-person public meetings. The public meeting will be held virtually, on November 16, 2021, from 6:00 p.m. to

8:00 p.m. Central Standard Time (CST). The public meeting may end later than the stated time, depending on the number of persons who wish to make a comment on the record. Anyone that is interested in attending the virtual public meeting or speaking during the virtual public meeting must register. Registration information is provided in the Virtual Public Meeting and Registration sections of this Notice. Additionally, materials submitted in response to this request for comments on the SDEIS must be submitted to the www.regulations.gov website or the Federal Docket Management Facility as detailed in the **ADDRESSES** section below no later than 45 days after the Environmental Protection Agency (EPA) publishes its notice of availability of the SDEIS for the SPOT Deepwater Port License Application in the **Federal Register**.

ADDRESSES: The SPOT Deepwater Port License Application, comments, supporting information and the SDEIS are available for viewing at the [Regulations.gov](http://www.regulations.gov) website: <http://www.regulations.gov> under docket number MARAD–2019–0011. The Final EIS (FEIS), when published, will be announced and be available at the [Regulations.gov](http://www.regulations.gov) website.

The public docket for the SPOT Deepwater Port License Application is maintained by the U.S. Department of Transportation, Docket Management Facility, West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590. Comments on the SDEIS may be submitted to this address and must include the docket number for this project, which is MARAD–2019–0011. The Federal Docket Management Facility's telephone number is 202–366–9317 or 202–366–9826, the fax number is 202–493–2251.

We encourage you to submit comments electronically through the Federal eRulemaking Portal at <http://www.regulations.gov>. If you submit your comments electronically, it is not necessary to also submit a hard copy by mail. If you cannot submit material using <http://www.regulations.gov>, please contact either Mr. Matthew Layman, USCG, or Dr. Efrain Lopez, MARAD, as listed in the following **FOR FURTHER INFORMATION CONTACT** section of this document. This section provides alternate instructions for submitting written comments. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted.

FOR FURTHER INFORMATION CONTACT: Mr. Matthew Layman, U.S. Coast Guard,

¹ EMC 4211 was most recently granted relief by letter dated January 8, 2015 (see Docket Number FRA–2002–23490). GN 192 was most recently granted relief by letter dated October 8, 2014 (see Docket Number FRA–1999–6072). The relief for both locomotives has expired.