

In the past two decades, as the number of workers has increased and the distance to affordable housing has also increased in most metropolitan areas, commuting times have increased in the United States. According to the *2015 Urban Mobility Scorecard*,¹ travel delays due to traffic congestion caused drivers to waste more than 3 billion gallons of fuel and kept travelers stuck in their cars for nearly 7 billion extra hours (42 hours per rush-hour commuter).

Long commuting times can adversely affect commercial motor vehicle (CMV) drivers in multiple ways, for example:

- *Compromising off-duty time.* Long commuting times can reduce a driver's available off-duty time for sleep and personal activities. This can lead to excessive fatigue while on duty, creating safety concerns for both the CMV driver and other drivers on the roads.

- *Impacting driver health.* A recent study was conducted that monitored 4,297 adults from 12 metropolitan Texas counties. In this region, 90 percent of people commute to work. The study found that the drivers who have long commuting times were more likely to have poor cardiovascular health and be less physically fit.² This study showed that people who commute long distances to work weigh more, are less physically active, and have higher blood pressure.

The objective of the survey proposed in this ICR is to learn more about the following CMV driver characteristics:

- Work history;
- Commuting time, transportation mode, and recording of that time;
- Driving schedules;
- Rests and breaks;
- Miles driven annually; and
- Demographics.

II. Data Collection Plan

The information collection is a one-time, Web-based collection, including surveys of current and past drivers of freight and passenger vehicles. The survey will be entirely online. There will be no paper survey. The general survey approach and design is as follows:

1. FMCSA will provide a random sample of 12,000 drivers based on recent Motor Carrier Management Information System (MCMIS) data,

augmented with the drivers' last known mailing address, obtained by cross-referencing Commercial Driver's License Information System (CDLIS) data with the licensing States' CDL driver histories. The samples will be divided into one list for drivers who operate (or previously operated) freight vehicles and a second list for those who drive (or previously drove) passenger-carrying vehicles.

2. Using a mail-Web methodology, the driver commute survey will be sent out by the research team, on behalf of FMCSA, to the 12,000 selected drivers identified in step 1. These drivers will be solicited to complete an online survey, using a recruitment letter (with a \$2 pre-incentive), a reminder postcard, and a second follow-up letter. The letter will inform the drivers that they will receive a check for \$10 upon completion of the survey, which is expected to average 20 minutes to complete. Our initial expectation is that 4.17 percent of the 12,000 (500) will complete the survey on the Web. The burden analysis is based on this figure of 500 responses.

III. Paperwork Reduction Act

The Paperwork Reduction Act of 1995 (the PRA) (44 U.S.C. 3501–3520) prohibits agencies from conducting information collection (IC) activities until they analyze the need for the collection of information and how the collected data will be managed. Agencies must also analyze whether technology could be used to reduce the burden imposed on those providing the data. The Agency must estimate the time burden required to respond to the IC requirements, such as the time required to complete a particular form. The Agency submits its IC analysis and burden estimate to OMB as a formal ICR; the Agency cannot conduct the information collection until OMB approves the ICR.

V. Request for Public Comments

FMCSA asks for comment on the IC requirements of this study. Comments can be submitted to the docket as outlined under **ADDRESSES** at the beginning of this notice. You are asked to comment on any aspect of this information collection, including:

1. Whether the proposed collection is necessary for the performance of FMCSA's functions.
2. The accuracy of the estimated burden.
3. Ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information.
4. Ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority delegated in 49 CFR 1.87 on: November 17, 2017.

G. Kelly Regal,

Associate Administrator, Office of Research and Information Technology.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2017–0025]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of denials.

SUMMARY: FMCSA announces its decision to deny applications from 109 individuals who requested an exemption from the vision standard in the Federal Motor Carrier Safety Regulations (FMCSRs) to operate a CMV in interstate commerce.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366–4001, 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., ET, Monday through Friday, except Federal holidays.

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., ET, 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>.

¹ Schrank, David; Eisele, Bill; Lomax, Tim; and Bak, Jim. (2015.) *2015 Urban Mobility Scorecard*. Texas A&M Transportation Institute and Inrix, Inc., available at: <http://static.tti.tamu.edu/tti.tamu.edu/documents/mobility-scorecard-2015.pdf>.

² Hoehner, Christine; Barlow, Carolyn; Allen, Peg; and Schootman, Mario. (2012.) *Commuting Distance, Cardiorespiratory Fitness, and Metabolic Risk*. *American Journal of Preventive Medicine* 42(6): 571–578.

II. Background

FMCSA received applications from 109 individuals who requested an exemption from the vision standard in the FMCSRs.

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)(10).

III. Basis for Exemption Determination

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption for two years 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 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)(10). Therefore, the 109 applicants in this notice have been denied exemptions from the physical qualification standards in 49 CFR 391.41(b)(10).

Each applicant has, prior to this notice, received a letter of final disposition regarding his/her exemption request. Those decision letters fully outlined the basis for the denial and constitute final action by the Agency. This notice summarizes the Agency’s recent denials as required under 49 U.S.C. 31315(b)(4) by periodically publishing names and reasons for denial.

The following 33 applicants had no experience operating a CMV:

Leaslie T. Allen (SC)
Harryson F.R. Barragan (CA)
Ken A. Barrow (LA)
Corey A. Becker (NE)
Kathryn W. Brunt-Avunduk (NJ)
Speedi G. Burrell (RI)
Indigo J. Curtis (GA)
Larry D. Darden (NC)
Collin J. D’Brant (NY)
Abdulrahman M. Edle (MN)

Teorie K. Evans (IN)
Justin S. Gantt (NC)
Brad K. Humphrey (OH)
Matthew W. Jordan (TN)
Matthew J. LaFeldt (MI)
Alex W. Leath (VA)
Jerry P. Ledet, Jr. (LA)
Richard K. Lowman (PA)
Erik D. Manz (OK)
Carlos R. McCarthy (NH)
Mark L. Meriweather (KY)
Mark W. Modzelewski (NJ)
Jerry Nicolas (NJ)
Jose A. Ortega (FL)
Michael T. Quiggins (IN)
Gary M. Shoultz (IN)
Kerry S. Staker (WY)
Sherwood W. Swick (ID)
Brian Thompson (KY)
Robby L. Tovrea (IA)
Jimmy Travis (NJ)
James E. Turturici (AL)
Rodney J. Watkins (NC)

The following 18 applicants did not have three years of experience driving a CMV on public highways with their vision deficiencies:

Samuel J. Bagwell (MO)
Denis Cuzimencov (NC)
Howard R. Funderburk (WA)
Lonnie J. Gaines (MD)
DeMario D. Gordon (TX)
Stephen L. Hickinson (NJ)
James S. Hosmer (AL)
John K. Johnson (TX)
Shane E. Johnson (KY)
John E. Lewis (IN)
Robert E. McMahon (NV)
Rodolfo D. Meza (MD)
Georgio D. Rapposelli (PA)
Darrel J. Roy (WA)
Michael D. Saltzman (KY)
Curtis L. Shivers (IL)
Adam L. Temple (GA)
Stephen Wilson (PA)

The following eight applicants did not have three years of recent experience driving a CMV with the vision deficiency:

Joseph R. Burroughs (AL)
Allen E. Jennings (ID)
Michael S. Lomax (LA)
Brian K. Manca (MA)
Charles Reid (NJ)
Ernest M. Smith, Jr. (LA)
Thomas VanPool (OK)
Danny R. Wood (NC)

The following seven applicants did not have sufficient driving experience during the past three years under normal highway operating conditions (gaps in driving record):

Robie F. Abbott (WV)
David J. Carter (OR)
John M. Ford (NY)
Joseph B. Fullen (TX)
Abdulsalam M. Halool (MI)

Frank M. Howell (PA)
Dwayne S. Tiffany (UT)

The following six applicants were denied for multiple reasons:

Russell D. Kraemer (MO)
Julie D. Larson (WY)
Larry D. Neely (IL)
Richard Nielsen (IL)
Philip P. Phegley (IN)
Kenneth E. Warbington (GA)

The following two applicants have not had stable vision for the preceding three year period:

Donald L. Shay (MO)
Norris V. Watson (AL)

The following three applicants met the current federal vision standards. Exemptions are not required for applicants who meet the current regulations for vision:

Earl T. Baker (KY)
Ryan S. Stauffer (MT)
Robert Williams (NC)

The following 27 applicants will not be driving interstate, intrastate commerce, or are not required to carry a DOT medical card:

Percy L. Anderson (IL)
Michael Beaudoin (TX)
Victor M. Benedith (NY)
Mingle Blake (FL)
Ernesto Castillo (CA)
Randolph L. Davidson (CA)
William A. Dickinson (WA)
Charles M. Dixon, Jr. (OH)
David A. Faudoa (AZ)
Kenneth A. Floyd (FL)
Maxie L. Gentry (VA)
Bryan K. Hall (NY)
James C. Hall (WA)
Jamahon L. Henderson (OH)
Antonio Ibarrah-Ramirez (OK)
Lon J. Knoshal (MN)
Brent D. Landry (LA)
Donald B. Marsh (MD)
Chris G. Mosley (SC)
Jonathan P. Mott (WI)
Javier T. Ramirez (TX)
Edward H. Riglioni, Jr. (FL)
Francisco L. Rodriguez (CA)
Jason S. Spurlock, Sr. (LA)
Roger L. Sutton (LA)
Efrain S. Villalobos (CA)
Anthony W. Zwolinski (MI)

The following five applicants perform transportation for the Federal government, state, or any political subdivision of the state:

Nathan N. Botsch (AZ)
Derrick A. Hardy (DC)
Lindsey Manzi (PA)
Jeffery Radermacher (ND)
John R.A. Taylor (VA)

Issued on: November 17, 2017.

Larry W. Minor,

Associate Administrator for Policy.

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