

exhibition “Impressionism to Modernism: Monet to Matisse from the Bemberg Foundation” at the Museum of Fine Arts, Houston, in Houston, Texas, and at possible additional exhibitions or venues yet to be determined, are of cultural significance, and, further, that their temporary exhibition or display within the United States as aforementioned is in the national interest. I have ordered that Public Notice of these determinations be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Chi D. Tran, Program Administrator, Office of the Legal Adviser, U.S. Department of State (telephone: 202-632-6471; email: section2459@state.gov). The mailing address is U.S. Department of State, L/PD, SA-5, Suite 5H03, Washington, DC 20522-0505.

SUPPLEMENTARY INFORMATION: The foregoing determinations were made pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, and Delegation of Authority No. 236-3 of August 28, 2000.

Matthew R. Lussenhop,

Acting Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2021-12048 Filed 6-8-21; 8:45 am]

BILLING CODE 4710-05-P

STATE JUSTICE INSTITUTE

SJI Board of Directors Meeting

AGENCY: State Justice Institute.

ACTION: Notice of meeting.

SUMMARY: The SJI Board of Directors will be meeting on Monday, June 21, 2021 at 2 p.m. ET. The purpose of this meeting is to consider grant applications for the 3rd quarter of FY 2021, and other business.

FOR FURTHER INFORMATION CONTACT: Jonathan Mattiello, Executive Director, State Justice Institute, 12700 Fair Lakes Circle, Suite 340, Fairfax, VA 22033, 703-660-4979, contact@sjj.gov.

Jonathan D. Mattiello,

Executive Director.

[FR Doc. 2021-12015 Filed 6-8-21; 8:45 am]

BILLING CODE 6820-SC-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2021-0007]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of applications for exemption; request for comments.

SUMMARY: FMCSA announces receipt of applications from 13 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 July 9, 2021.

ADDRESSES: You may submit comments identified by the Federal Docket Management System (FDMS) Docket No. FMCSA-2021-0007 using any of the following methods:

- *Federal eRulemaking Portal:* Go to www.regulations.gov/, insert the docket number, FMCSA-2021-0007, in the keyword box, and click “Search.” Next, sort the results by “Posted (Newer-Older),” choose the first notice listed, and click on the “Comment” button. Follow the online instructions for submitting comments.

- *Mail:* Dockets Operations; 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., ET, Monday through Friday, except Federal Holidays.

- *Fax:* (202) 493-2251.

To avoid duplication, please use only one of these four methods. See the “Public Participation” portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

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 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. Submitting Comments

If you submit a comment, please include the docket number for this notice (Docket No. FMCSA-2021-0007), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. 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 www.regulations.gov/docket?D=FMCSA-2021-0007. Next, sort the results by “Posted (Newer-Older),” choose the first notice listed, click the “Comment” button, and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

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.

FMCSA will consider all comments and material received during the comment period.

B. Viewing Comments

To view comments go to www.regulations.gov. Insert the docket number, FMCSA-2021-0007, 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.

C. 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 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

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 13 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 § 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.

On July 16, 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 (57 FR 31458). 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 § 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 in intrastate commerce 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 www.regulations.gov/docket?D=FMCSA-1998-3637.

FMCSA believes it can properly apply the principle to monocular drivers, because data from the Federal Highway Administration's 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.¹ 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,

¹ A thorough discussion of this issue may be found in a FHWA final rule published in the *Federal Register* on March 26, 1996 and available on the internet at <https://www.govinfo.gov/content/pkg/FR-1996-03-26/pdf/96-7226.pdf>.

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 3 consecutive years of data, comparing the experiences of drivers in the first 2 years with their experiences in the final year.

III. Qualifications of Applicants

Gerald C. Adler

Mr. Adler, 29, has corneal scarring 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 2020, his optometrist stated, "It is my professional opinion that Mr. Adler has sufficient vision to perform the tasks required to operate a commercial vehicle." Mr. Adler reported that he has driven straight trucks for 9 years, accumulating 648,000 miles, and tractor-trailer combinations for 4 years, accumulating 144,000 miles. He holds an operator's license from New Hampshire. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

Paul R. Beckett

Mr. Beckett, 51, has a macular scar in his right eye due to a traumatic incident in childhood. The visual acuity in his right eye is 20/70, and in his left eye, 20/20. Following an examination in 2020 his optometrist stated, "In my medical opinion, due to his fully functioning peripheral visual field and 20/20 best corrected vision in left eye and both eyes together, Mr. Beckett has sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Beckett reported that he has driven straight trucks for 12 years, accumulating 24,000 miles and tractor-trailer combinations for 6 years, accumulating 450,000 miles. He holds a Class A CDL from Minnesota. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

Robert W. Boyett

Mr. Boyett, 52, has had amblyopia in his right eye since birth. The visual acuity in his right eye is 20/200 and in his left eye, 20/20. Following an examination in 2021, his optometrist stated, "He has stable and he has sufficient vision to operate a commercial vehicle safely at this time with no restrictions, in my medical opinion." Mr. Boyett reported that he has driven straight trucks for 18 years,

accumulating 2,152,800 miles, and tractor-trailer combinations for 33 years, accumulating 2,475,000 miles. He holds a Class A CDL from Georgia. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

Timothy W. Ford

Mr. Ford, 41, has a retinal detachment in his right eye due to a traumatic incident in 1996. The visual acuity in his right eye is hand motion, and in his left eye, 20/20. Following an examination in 2021, his ophthalmologist stated, "Yes. Patient has the ability to operate a commercial vehicle based off his visual potential." Mr. Ford reported that he has driven straight trucks for 5 years, accumulating 37,500 miles, and buses for 4 years, accumulating 20,000 miles. He holds an operator's license from South Carolina. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

Aaron L. Fox

Mr. Fox, 37, has a prosthetic left eye due to an infection in 1991. The visual acuity in his right eye is 20/20, and in his left eye, no light perception. Following an examination in 2021, his ophthalmologist stated, "I believe that Mr. Fox has sufficient vision to perform the tasks to operate a commercial vehicle." Mr. Fox reported that he has driven straight trucks for 9 years, accumulating 450,000 miles, and tractor-trailer combinations for 3 years, accumulating 360,000 miles. He holds a Class A CDL from Ohio. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

James H. George

Mr. George, 59, has a cataract 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, blindness. Following an examination in 2020, his optometrist stated, "James George's vision is sufficient to perform the driving tasks required to operate a commercial vehicle." Mr. George reported that he has driven straight trucks for 3 years, accumulating 180,000 miles, and tractor-trailer combinations for 37 years, accumulating 2,516,000 miles. He holds a Class A CDL from Pennsylvania. His driving record for the last 3 years shows no crashes but one conviction for speeding in a CMV; he exceeded the speed limit by 10 miles per hour.

Johnny M. Krupczak

Mr. Krupczak, 55, has corneal and retinal scarring in his right 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 2020, his optometrist stated, "Mr. Krupczak has sufficient vision to perform the driving tasks required to operate a commercial motor vehicle." Mr. Krupczak reported that he has driven straight trucks for 30 years, accumulating 150,000 miles, and tractor-trailer combinations for 30 years, accumulating 1,650,000 miles. He holds a Class A CDL from Ohio. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

Jackie L. Lawson

Mr. Lawson, 55, has corneal scarring in his left eye due to an infection in 2015. The visual acuity in his right eye is 20/20, and in his left eye, no light perception. Following an examination in 2021, his optometrist stated, "In my medical opinion, Mr. Lawson has sufficient vision to perform the driving task required to operate a commercial vehicle." Mr. Lawson reported that he has driven straight trucks for 10 years, accumulating 260,000 miles, and tractor-trailer combinations for 10 years, accumulating 52,000 miles. He holds a Class AM CDL from Virginia. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

Alec J. Lindgren

Mr. Lindgren, 25, has had amblyopia in his left eye since birth. The visual acuity in his right eye is 20/20, and in his left eye, hand motion. Following an examination in 2021, his optometrist stated, "That is, in my opinion Alec has sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Lindgren reported that he has driven straight trucks for 3 years, accumulating 36,000 miles, tractor-trailer combinations for 5 years, accumulating 250,000 miles, and buses for 1 year, accumulating 5,000 miles. He holds an operator's license from New York. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

James M. McCleary

Mr. McCleary, 47, has had amblyopia in his right eye since childhood. The visual acuity in his right eye is 20/200, and in his left eye, 20/15. Following an examination in 2020, his optometrist stated, "I do believe Mr. McCleary has sufficient vision to perform the essential

tasks of driving a commercial vehicle and am recommending renewal of his federal vision waiver." Mr. McCleary reported that he has driven straight trucks for 1 year, accumulating 93,000 miles, and tractor-trailer combinations for 10 years, accumulating 480,000 miles. He holds a Class A CDL from Ohio. His driving record for the last 3 years shows no crashes but one conviction for a moving violation in a CMV; he failed to obey a traffic control device.

Richard A. Parker II

Mr. Parker II, 30, has retinal scarring in his right eye due to a traumatic incident in 1995. The visual acuity in his right eye is 20/60, and in his left eye, 20/20. Following an examination in 2020, his optometrist stated, "I believe that Richard Parker has sufficient vision to safely drive and operate a commercial vehicle." Mr. Parker reported that he has driven straight trucks for 6 years, accumulating 187,998 miles, and tractor-trailer combinations for 6 years, accumulating 94,002 miles. He holds a Class A CDL from Kansas. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

Robert B. Sundvor

Mr. Sundvor, 59, has had a retinal detachment in his right eye since 2017. The visual acuity in his right eye is 20/50, and in his left eye, 20/20. Following an examination in 2021, his optometrist stated, "In my opinion, Mr. Sundvor has sufficient vision to perform the driving tasks required to operate a commercial vehicle safely." Mr. Sundvor reported that he has driven straight trucks for 45 years, accumulating 225,000 miles, and tractor-trailer combinations for 35 years, accumulating 1,500,000 miles. He holds a Class AM CDL from North Dakota. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

William R. Tessman

Mr. Tessman, 78, has had a retinal deformity in his right eye since birth. The visual acuity in his right eye is 20/45, and in his left eye, 20/25. Following an examination in 2021, his optometrist stated, "Mr. Tessman has sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Tessman reported that he has driven straight trucks for 11 years, accumulating 1,265,000 miles, and tractor-trailer combinations for 33 years, accumulating 5,775,000 miles. He holds a Class A CDL from Texas. His driving record for the last 3 years shows no

crashes and no convictions for moving violations in a CMV.

IV. Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315(b), 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 under the **DATES** section of the notice.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2021-12066 Filed 6-8-21; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2008-0355; FMCSA-2010-0203; FMCSA-2015-0115; FMCSA-2015-0323; FMCSA-2016-0313; FMCSA-2016-0315; FMCSA-2018-0056; FMCSA-2018-0057; FMCSA-2019-0027; FMCSA-2019-0029]

Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

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

ACTION: Notice of renewal of exemptions; request for comments.

SUMMARY: FMCSA announces its decision to renew exemptions for 11 individuals from the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that interstate commercial motor vehicle (CMV) drivers have “no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV.” The exemptions enable these individuals who have had one or more seizures and are taking anti-seizure medication to continue to operate CMVs in interstate commerce.

DATES: Each group of renewed exemptions were applicable on the dates stated in the discussions below and will expire on the dates stated in the discussions below. Comments must be received on or before July 9, 2021.

ADDRESSES: You may submit comments identified by the Federal Docket Management System (FDMS) Docket No. FMCSA-2008-0355, Docket No. FMCSA-2010-0203, Docket No. FMCSA-2015-0115, Docket No. FMCSA-2015-0323, Docket No.

FMCSA-2016-0313, Docket No. FMCSA-2016-0315, Docket No. FMCSA-2018-0056, Docket No. FMCSA-2018-0057, Docket No. FMCSA-2019-0027, or Docket No. FMCSA-2019-0029 using any of the following methods:

- *Federal eRulemaking Portal:* Go to www.regulations.gov/, insert the docket number, FMCSA-2008-0355, FMCSA-2010-0203, FMCSA-2015-0115, FMCSA-2015-0323, FMCSA-2016-0313, FMCSA-2016-0315, FMCSA-2018-0056, FMCSA-2018-0057, FMCSA-2019-0027, or FMCSA-2019-0029 in the keyword box, and click “Search.” Next, sort the results by “Posted (Newer-Older),” choose the first notice listed, and click on the “Comment” button. Follow the online instructions for submitting comments.

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- *Fax:* (202) 493-2251.

To avoid duplication, please use only one of these four methods. See the “Public Participation” portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

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. Submitting Comments

If you submit a comment, please include the docket number for this notice (Docket No. FMCSA-2008-0355, Docket No. FMCSA-2010-0203, Docket No. FMCSA-2015-0115, Docket No. FMCSA-2015-0323, Docket No. FMCSA-2016-0313, Docket No. FMCSA-2016-0315, Docket No. FMCSA-2018-0056, Docket No. FMCSA-2018-0057, Docket No. FMCSA-2019-0027, or Docket No. FMCSA-2019-0029), indicate the specific section of this document to

which each comment applies, and provide a reason for each suggestion or recommendation. 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.

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B. Viewing Comments

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