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 material received during the comment period. FMCSA may issue a final determination 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-2016-0002 and click "Search." Next, click "Open Docket Folder" and you will find all documents and comments related to this notice.

Issued on: July 22, 2016.

Larry W. Minor,

Associate Administrator for Policy.
[FR Doc. 2016–18132 Filed 7–29–16; 8:45 am]
BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2016-0032]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of denials.

SUMMARY: FMCSA announces its denial of 160 applications from individuals who requested an exemption from the Federal vision standard applicable to interstate truck and bus drivers and the reasons for the denials. FMCSA has statutory authority to exempt individuals from the vision requirement if the exemptions granted will not compromise safety. The Agency has concluded that granting these exemptions does not provide a level of safety that will be equivalent to, or greater than, the level of safety maintained without the exemptions for these commercial motor vehicle (CMV)

FOR FURTHER INFORMATION CONTACT:

Christine A. Hydock, Chief, Medical Programs Division, (202) 366–4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64–113, Washington, DC 20590–0001. Office hours are 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the Federal vision standard for a renewable 2-year period 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 procedures for requesting an exemption are set forth in 49 CFR part 381.

Accordingly, FMCSA evaluated 160 individual exemption requests on their merit and made a determination that these applicants do not satisfy the criteria eligibility or meet the terms and conditions of the Federal exemption program. Each applicant has, prior to this notice, received a letter of final disposition on the exemption request. Those decision letters fully outlined the basis for the denial and constitute final Agency action. The list published in 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 2 applicants did not have sufficient driving experience over the past 3 years under normal highway operating conditions:

Gregory M. Anderson David Holguin

The following 52 applicants had no experience operating a CMV:

Dakota G. Abbott Mohamed A. Barre William J. Baughman Drew R. Benton Michael W. Brown Ronald G. Burr Luis A. Cortez Michael A. DiBiase Ronnie D. Dingal Anthony D. Everett Paul D. Ewey Abraham Filmalter Danny S. Flemister Selese A. Fort Buddy L. Gibson Trevor Hall Richard M. Haugen Jason S. Hooker William D. Hulsey II Daniel M. Jackson Samuel L. Kirkpatrick Brian J. LaBarge Justin T. Lewis Samantha J. Linberg Cedrick A. Martin Agif Matraku Aaron A. McBride Zachary J. Menchaca Richard W. Merritt Michael J. Miller

David R. Mitchell

Huon Morris Lanee T. Morton Rose M. Neely **Douglas Patton** Tina M. Petkovsek Brian J. Poe Derek D. Pratt Michael S. Pressley Lawrence K. Proctor Alexander Pulido Josue M. Rodriguez-Espinoza Michael C. Shelp Jerek Smith Rashania M. Smith James E. Soderquist Kody L. Sullivan Seifu A. Tilahun Jovan C. Vega Patricia A. Williams Kimberly S. Wilson Owen W. Witmer

The following 27 applicants did not have 3 years of experience driving a CMV on public highways with their vision deficiencies:

Guy L. Banks Gary W. Brockway Carlos D. M. Catillo Tsz Fung Chiu Eugene J. Corson Terry D. Eberly Juan J. Giron Timothy F. Giza Crescencio Gonzalez Tasuli Gramosli Iames W. Grav Gregory L. Grover Bobby M. James Robert F. LaMark Kevin A. Milam Bryan S. Moses Manuel Narvaez, Jr. Kenneth Newswanger Aaron B. Reke Kenneth W. Seifert Charles S. Shaffblower, Jr. Michael Sierra Roderick R. Sonnier Ramon E. Tijerino Alan L. Viessman Iames D. Watters Kenneth E. Wheland

The following 14 applicants did not have 3 years of recent experience driving a CMV with the vision deficiency:

Paul C. Alves
Christopher L. Ambers
John W. Black III
Benny W. Bledsoe
Michael C. Boyne
Philip L. Bradford
Jesus Cerros Palos
Richard B. Davis
Zack Fowler
James E. Frederick III
Daniel G. Y. Haile
Dustin M. Mills

Juan A. Ortiz Gary W. Stevenson

The following 13 applicants did not have sufficient driving experience during the past 3 years under normal highway operating conditions:

Caleb E. Boulware Timothy D. Ferrell Travis A. Francis Nicholas D. Hansen Gabriel L. Harrison Jeffrey A. Jensrud Ruslan Kochiyev Edwin Martinez William Perez Daniel C. Sagert Roger T. Simmons Joseph L. Smith

The following 2 applicants were charged with moving violations in conjunction with a CMV accident:

Theodore N. Belcher Perry T. Kolberg

Michael K. Soost

The following applicant, Bruce A. Rost, has other medical conditions that make him or her otherwise unqualified.

The following applicant, Jeremy M. Row, did not have an optometrist or ophthalmologist willing to make a statement that they are able to operate a commercial vehicle from a vision standpoint.

The following 9 applicants were denied for multiple reasons:

Kyle D. Baer Montie H. Cudd Walter Gomez Michael J. Howe Kelly D. Kitchmaster Stephen J. Pariseau Henry Riser Aaron G. Stoltzfoos Willie Taylor III

The following applicant, Rufus L. Jones, submitted false documentation during the application process.

The following applicant, Stuart J. Daniell, did not have stable vision for the entire 3-year period.

The following applicant, Robert J. Duncan, is a Canadian citizen.

The following 7 applicants met the current federal vision standards. Exemptions are not required for applicants who meet the current regulations for vision:

Dustin C. Barber Dennis L. Bramlett Madeline C. Duran Valerian K. Legah Larry M. Owen James M. Trezza Roger K. Wells

The following 2 applicants were charged with moving violations in conjunction with a CMV accident: William E. Brown William Serrano

The following 19 applicants will not be driving interstate, interstate commerce, or are not required to carry a DOT medical card:

Samuel B. Batten Enrico Farro Mike Fender Douglas J. Frey Joseph G. Gilmore Dennis P. Keenan Kenneth A. Lamb Harlan R. Larson Steven P. Orrell Guadlupe Reves Robert L. Rice Steven Rigitano Ryan E. Rutter Mario R. Scirica Lloyd E. Shryock Antonio Soto John P. Steffens John R. Wolfe Roger D. Woodcock

Finally, the following 8 applicants perform transportation for the federal government, state, or any political subdivision of the state.

David M. Field
Jason M. Isaman
Anthony Woodruff
Dexter ONeil
Samuel B. Martinez
Kenneth P. Smith
Daniel L. Homan, Dennis M. Varga

Issued on: July 25, 2016.

Larry W. Minor,

Associate Administrator for Policy. [FR Doc. 2016–18138 Filed 7–29–16; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration (FTA)

Fiscal Year 2015 Low or No Emission Vehicle Deployment (LoNo) Program

AGENCY: Federal Transit Administration (FTA), DOT. Funding Opportunity Number: FTA–2015–006–TRI Catalog of Federal Domestic Assistance (CFDA) Number: 20.514

ACTION: Announcement of project selections.

SUMMARY:

Low or No Emission Vehicle Deployment Program

The U.S. Department of Transportation's (DOT) Federal Transit Administration (FTA) announced the selection of Fiscal Year (FY) 2015 Low or No Emissions Vehicle Deployment Program (LoNo) projects on April 19,

2016, (see Table 1). The Moving Ahead for Progress in the 21st Century Act (MAP-21), Public Law 112-141, July 6, 2012, amended 49 U.S.C. 5312 to add a new paragraph (d)(5) authorizing FTA to make grants to finance eligible projects under the LoNo Program. The Consolidated and Further Continuing Appropriations Act, 2015, Public Law 113-235, December 16, 2014, made available \$22,500,000 in FY 2015 funds to carry out the LoNo Program. Of that amount, a maximum of \$19,500,000 was available for transit buses and a minimum of \$3,000,000 was available for supporting facilities and related equipment.

On September 24, 2015, FTA published a Notice of Funding Availability (NOFA) (80 FR 57656) announcing the availability of funding for the LoNo Program. The purpose of the LoNo Program is to deploy the cleanest and most energy efficient U.S.made transit buses that have been largely proven in testing and demonstrations but are not yet widely deployed in transit agency fleets. The LoNo Program provides funding for transit agencies for capital acquisitions and leases of zero-emission and lowemission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities.

FOR FURTHER INFORMATION CONTACT: The appropriate FTA Regional Office will contact successful applicants regarding the next steps in applying for funds (see Table 1). Unsuccessful LoNo Program applicants may contact Sean Ricketson, Office of Research Demonstration, and Innovation at email address <code>sean.ricketson@dot.gov</code> to arrange a proposal debriefing within 30 days of this announcement.

SUPPLEMENTARY INFORMATION: In response to the LoNo NOFA, FTA received 63 project proposals requesting \$247,631,499 in Federal funds. Project proposals were evaluated based on each applicant's responsiveness to the program evaluation criteria published in the NOFA. FTA is funding seven LoNo Program projects, as shown in Table 1, for a total of \$22,500,000. Grantees selected for the LoNo Program should work with their FTA Regional Office to complete the grant applications.

Grant applications must only include eligible activities applied for in the original project application. Project partner organizations identified as team members or sub-recipients in the original project application must be identified and included in the grant application in the capacity as originally