commerce. Consequently, FMCSA finds that exempting these applicants from the vision standard in 49 CFR 391.41(b)(10) is likely to achieve a level of safety equal to that existing without the exemption. For this reason, the Agency is granting the exemptions for the 2-year period allowed by 49 U.S.C. 31136(e) and 31315 to the 24 applicants listed in the notice of December 14, 2010 (75 FR 77942).

We recognize that the vision of an applicant may change and affect his/her ability to operate a CMV as safely as in the past. As a condition of the exemption, therefore, FMCSA will impose requirements on the 24 individuals consistent with the grandfathering provisions applied to drivers who participated in the Agency's vision waiver program.

Those requirements are found at 49 CFR 391.64(b) and include the following: (1) That each individual be physically examined every year (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the standard in 49 CFR 391.41(b)(10), and (b) by a medical examiner who attests that the individual is otherwise physically qualified under 49 CFR 391.41; (2) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (3) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

Discussion of Comments

FMCSA received one comment in this proceeding. The comment was considered and discussed below.

The Pennsylvania Department of Transportation stated that it was in favor of granting a Federal vision exemption to Bobby Sawyers.

Conclusion

Based upon its evaluation of the 24 exemption applications, FMCSA exempts, Gary S. Alvarez, Wayne D. Bost, James M. Brasher, Marcus L. Conner, Joseph L. Dahlman, Brett K. Hasty, Fredrick A. Irby, Matthew B. Lairamore, Garry D. Layton, Boynton L. Manuel, Anthony W. Miller, Wesley G. Moore, Rocky Moorhead, Gary J. Peterson, Bernard J. Phillips, Michael J. Roberts, Alvaro F. Rodriguez, Bobby W. Sawyers, Lynn R. Schraeder, John R. Shaver, Myron A. Smith, Ricky L. Watts, Cameron R. Whitford, and Olen L. Williams, Jr. from the vision requirement in 49 CFR 391.41(b)(10), subject to the requirements cited above (49 CFR 391.64(b)).

In accordance with 49 U.S.C. 31136(e) and 31315, each exemption will be valid for 2 years unless revoked earlier by FMCSA. The exemption will be revoked 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 and 31315.

If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: January 26, 2011.

Larry W. Minor,

Associate Administrator, Office of Policy.

[FR Doc. 2011–2091 Filed 1–28–11; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

TIGGER and Clean Fuels Grant Program Funds

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: TIGGER and Clean Fuels Grant Program Announcement of Project Selections.

SUMMARY: The U.S. Department of Transportation's (DOT) Federal Transit Administration (FTA) announces the selection of projects funded in support of the Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program and Clean Fuels Grant program which is enhanced with Section 5309 Bus and Bus Facilities program funds. This funding supports the U.S. Department of Transportation's environmental sustainability efforts, which were announced in FTA's notice of funding availability (NOFA) on April 13, 2010. The TIGGER program makes funds available for capital investments that will reduce the energy consumption or greenhouse gas emissions of public transportation systems. The Clean Fuels Grant program makes funds available to assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide and supports emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.

FOR FURTHER INFORMATION CONTACT: Successful applicants should contact the appropriate FTA Regional office (Appendix) for specific information regarding applying for the funds or proposal specific questions. For general program information on TIGGER, contact Walter Kulyk, Office of Mobility Innovation, (202) 366–4995, *e-mail: walter.kulyk@dot.gov.* For general program information on the Clean Fuels Grant program, contact Vanessa Williams, Office of Program Management, at (202) 366–4818, *e-mail: vanessa.williams@dot.gov.*

SUPPLEMENTARY INFORMATION: A total of $75 million was available for FTA's TIGGER program and $81 million for the Clean Fuels Grant program. In response to the NOFA, FTA received a total of 274 proposals requesting over $1.4 billion in program funds. The project proposals were evaluated based on the criteria detailed in the April 13, 2010 Notice of Funding Availability. Projects funded with Clean Fuels Grant and Bus program funds are included in Table 1. Projects funded with the TIGGER program funds are included in Table 2. Grantees selected for competitive discretionary funding should work with their FTA regional office to finalize the application in FTA's Transportation Electronic Award Management (TEAM) system, so that funds can be obligated expeditiously. Funds must be used for the purposes specified in the competitive application. Clean Fuels and Bus projects can be funded at up to 83 percent Federal share for eligible vehicle purchases. The 83 percent share is a blended figure representing 80 percent of the vehicle and 90 percent of the vehicle-related equipment to be acquired in compliance with the Clean Air Act. The 83 percent share does not apply to facilities, for which the costs are more variable. The eligibility of facility-related cost element at the 90 percent share will be reviewed for eligibility of the higher Federal share on a case-by-case basis as part of the grant application process. The FY 2010 Appropriations Act allows a 90 percent Federal share for total cost of a biodiesel bus and 90 percent Federal share for the net capital cost of factory installed hybrid electric propulsion systems and any equipment related to such a system. TIGGER projects can be funded at up to 100 percent Federal share. A discretionary project identification number has been assigned to each project for tracking purposes and must be used in the TEAM application. Selected projects have pre-award authority as of November 4, 2010. Post-award reporting requirements include submission of the Financial Federal Report and Milestone reports in TEAM as appropriate (see FTA.C.5010.1D). Recipients of TIGGER funds must report on an annual basis: (1) Actual annual energy consumed within the project scope attributable to the investment for the energy consumption projects; (2) actual greenhouse gas emissions within the project scope attributable to the investment for greenhouse gas reduction projects; and, (3) actual annual reductions or increase in operating costs to the investment for all projects.

The grantee must comply with all applicable Federal statutes, regulations, executive orders, FTA circulars, and other Federal administrative requirements in carrying out the project supported by the FTA grant. The Clean Fuels Grant and Bus program funds allocated in this announcement must be obligated in a grant by September 30, 2013. The TIGGER funds allocated in this announcement must be obligated by September 30, 2012.

Issued in Washington, DC, this 26th day of January, 2011.

Peter Rogoff,

Administrator.

Appendix

FTA Regional and Metropolitan Offices

Mary E. Mello, Regional Administrator, Region 1—Boston, Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142–1093, Tel. 617–494–2055. States served: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.	Robert C. Patrick, Regional Administrator, Region 6—Ft. Worth, 819 Taylor Street, Room 8A36, Ft. Worth, TX 76102, Tel. 817–978–0550. States served: Arkansas, Louisiana, Oklahoma, New Mexico and Texas.
Brigid Hynes-Cherin, Regional Administrator, Region 2—New York, One Bowling Green, Room 429, New York, NY 10004–1415, Tel. 212–668–2170. States served: New Jersey, New York New York Metropolitan Office, Region 2—New York, One Bowling Green, Room 428, New York, NY 10004–1415, Tel. 212–668–2202.	Mokhtee Ahmad, Regional Administrator, Region 7—Kansas City, MO, 901 Locust Street, Room 404, Kansas City, MO 64106, Tel. 816–329–3920. States served: Iowa, Kansas, Missouri, and Nebraska.
Letitia Thompson, Regional Administrator, Region 3—Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103–4124, Tel. 215–656–7100. States served: Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and District of Columbia. Philadelphia Metropolitan Office, Region 3—Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103–4124, Tel. 215–656–7070. Washington, D.C. Metropolitan Office, 1990 K Street, NW., Room 510, Washington, DC 20006, Tel. 202–219–3562.	Terry Rosapep, Regional Administrator, Region 8—Denver, 12300 West Dakota Ave., Suite 310, Lakewood, CO 80228–2583, Tel. 720–963–3300. States served: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.
Yvette Taylor, Regional Administrator, Region 4—Atlanta, 230 Peachtreet Street, NW., Suite 800, Atlanta, GA 30303, Tel. 404–865–5600. States served: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, Tennessee, and Virgin Islands.	Leslie T. Rogers, Regional Administrator, Region 9—San Francisco, 201 Mission Street, Room 1650, San Francisco, CA 94105–1926, Tel. 415–744–3133. States served: American Samoa, Arizona, California, Guam, Hawaii, Nevada, and the Northern Mariana Islands. Los Angeles Metropolitan Office, Region 9—Los Angeles, 888 S. Figueroa Street, Suite 1850, Los Angeles, CA 90017–1850, Tel. 213–202–3952.
Marisol Simon, Regional Administrator, Region 5—Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312–353–2789. States served: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin. Chicago Metropolitan Office, Region 5—Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312–353–2789.	Rick Krochalis, Regional Administrator, Region 10—Seattle, Jackson Federal Building, 915 Second Avenue, Suite 3142, Seattle, WA 98174–1002, Tel. 206–220–7954. States served: Alaska, Idaho, Oregon, and Washington.

BILLING CODE 5001–P

Table I

CLEAN FUELS AND BUS AND BUS FACILITIES PROJECT SELECTIONS

State	Project ID	Recipient	Project Description	Allocation
AZ	D2009-CLNF-001	City of Tucson	Hybrid Buses	$5,000,000
AZ	D2009-CLNF-002	Navajo Transit System	Electric Buses	$2,000,000
AZ	D2009-CLNF-003	City of Phoenix	Hybrid Drive Systems For New Buses	$3,710,235
CA	D2009-CLNF-004	Anaheim Transportation Network	CNG Buses	$1,700,500
CA	D2009-CLNF-005	City of Fresno	Electric Buses/Recharge Station	$1,896,600
CA	D2009-CLNF-006	City of Los Angeles	CNG Fueling Facility	$3,001,810
CA	D2009-CLNF-007	San Diego Metropolitan Transit System	CNG Fueling Station Upgrades	$1,564,522
CA	D2009-CLNF-008	City of Visalia	Hybrid Buses/CNG Trolleys	$3,187,200
CT	D2009-CLNF-009	Connecticut Department of Transportation	Hybrid Buses	$2,300,000
DE	D2009-CLNF-010	Delaware Transit Corporation	Hybrid Bus Replacement	$3,706,780
FL	D2010-CLNF-001	Jacksonville Transportation Authority	Hybrid Bus Replacement	$4,000,000
GA	D2010-CLNF-002	Metropolitan Atlanta Rapid Transit Authority	Retrofit Of Buses With Lithium-ion Batteries	$840,000
IA	D2010-BUSP-08001	City of Ames	Purchase Of Bio-Diesel Articulated Buses	$1,256,940
IA	D2010-BUSP-08002	City of Dubuque	Clean Fuel/Hybrid Vehicles	$1,500,000
IL	D2010-CLNF-003	Illinois Department of Transportation	Hybrid Buses	$5,000,000
IN	D2010-CLNF-004	Fort Wayne Public Transportation Corp.	Hybrid Buses	$2,000,000
KY	D2010-CLNF-005	Transit Authority of River City	Hybrid Bus Program	$3,975,740
MD	D2010-CLNF-006	Maryland Department of Transportation	Diesel Bus Engine Replacements	$1,365,504
MI	D2010-CLNF-007	Ann Arbor Transportation Authority	Hybrid Buses	$1,697,350
MI	D2009-CLNF-011	Blue Water Area Transportation Commission	CNG Compressor Skid Replacement	$432,000
MI	D2009-CLNF-012	Blue Water Area Transportation Commission	Portable CNG Refueling Stations	$891,000
MO	D2010-CLNF-008	Bi-State Development Agency of the Missouri-Illinois Metropolitan District	Replacement Buses	$4,000,000
NC	D2009-CLNF-013	City of Charlotte	Paratransit Buses	$421,580
NY	D2010-CLNF-009	New York Metropolitan Transportation Authority	CNG Fueling Facility	$5,810,000
OH	D2010-CLNF-010	Greater Dayton Regional Transit Authority	Hybrid Buses	$1,909,000
OH	D2010-CLNF-011	Southwest Ohio Regional Transit Authority	Hybrid Buses	$2,334,492
OK	D2010-BUSP-08003	Metropolitan Tulsa Transit Authority	CNG Fueling Station	$2,500,000
OR	D2010-CLNF-012	Lane Transit District	Hybrid Buses	$3,320,275
PA	D2010-CLNF-013	County of Lackawanna Transit System	Hybrid Buses	$2,500,000
SC	D2010-BUSP-08004	Pee Dee Regional Transportation Authority	Hybrid Buses	$3,200,000
TN	D2009-CLNF-015 ($55,773) and D2010-CLNF-014 ($635,967)	First TN Human Resource Agency	Biofuel Vehicles For Paratransit	$691,740
TX	D2010-CLNF-015	Galveston (Island Transit)	Clean Diesel Buses	$1,514,750
TX	D2010-CLNF-016	Metropolitan Transit Authority of Harris County	Hybrid Buses	$2,232,817
UT	D2010-CLNF-017	Utah Transit Authority (UTA)	Hybrid Buses/Equipment	$2,000,000
WA	D2010-CLNF-018	King County	Hybrid Buses	$6,056,100
WA	D2010-CLNF-019	Stillaguamish Tribe of Indians	Hybrid Vehicles	$200,860
			Total	**$89,717,795**

Table II
TIGGER II PROJECT SELECTIONS

State	Project ID	Recipient	Project Description	Allocation
AK	D2010-GGER-001	Alaska Railroad Corporation	Locomotive upgrades to reduce diesel emissions	$1,035,000
CA	D2010-GGER-002	Alameda-Contra Costa Transit District	Advancing heavy-duty fuel cell technology towards commercial viability	$6,000,000
CA	D2010-GGER-003	Mendocino Transit Authority	To reduce energy consumption and emissions by using solar energy.	$470,000
CA	D2010-GGER-004	Foothill Transit	Fast-Charge Electric Transit Bus Project, Line 291	$10,170,000
CO	D2010-GGER-005	State of Colorado	A fast-close garage door will cut natural gas use while LED lights save additional energy	$73,936
FL	D2010-GGER-006	City of Tallahassee	Deployment of zero emission electric buses at StarMetro in Tallahassee	$5,241,003
HI	D2010-GGER-007	City & County of Honolulu Department of Transportation Services	Honolulu will acquire turbine-electric buses to use as circulator buses	$5,061,000
IL	D2010-GGER-008	Illinois Department of Transportation (IDOT)	A model use of hybrid paratransit buses for Illinois	$144,000
IL	D2010-GGER-009	Chicago Transit Authority	CTA will purchase all electric battery-powered buses	$2,210,490
IL	D2010-GGER-010	Illinois Department of Transportation (IDOT)	Modifying locomotives to include an automatic shut-down/start-up system to reduce emissions	$341,694
KY	D2010-GGER-011	Transit Authority of River City	Energy efficiency improvements to historic Union Station	$2,658,600
MA	D2010-GGER-012	Montachusett Regional Transit Authority	Implements a Transit Energy Management Model for renewable resources	$1,687,500
MD	D2010-GGER-013	Maryland Department of Transportation	Introduce clean and efficient electric buses on Howard Transit	$3,777,826
MI	D2010-GGER-014	Suburban Mobility Authority for Regional Transportation	SMART will collaborate to develop light-weight, fuel efficient vehicles	$2,000,000
MN	D2010-GGER-015	Metropolitan Council (Metro Transit)	This project will reduce Metro Transit's bus and building energy usage.	$1,200,000
MN	D2010-GGER-016	Metropolitan Council/Metro Transit	Project reduces greenhouse gas emissions via geothermal heating versus gas combustion	$1,200,000
NC	D2010-GGER-017	City of Charlotte - Charlotte Area Transit System (CATS)	Adds solar power technology to reduce energy use, costs, and prepare for electric drive fleet	$1,000,000
NJ	D2010-GGER-018	NJ TRANSIT	NJ TRANSIT to install energy efficient electric rail switch heaters	$2,484,766
NV	D2010-GGER-019	Regional Transportation Commission of Washoe County	Use of zero emission buses on a downtown circulator route in Reno	$4,650,523

Table II
TIGGER II PROJECT SELECTIONS

State	Project ID	Recipient	Project Description	Allocation
NY	D2010-GGER-020	New York State Metropolitan Transportation Authority	Incorporates wayside energy storage into the New York City subway system	$4,000,000
OH	D2010-GGER-021	Southwest Ohio Regional Transit Authority	Facility improvements for energy conservation and emissions reduction	$776,418
OR	D2010-GGER-022	Tri-County Metropolitan Transportation District of Oregon	Install energy storage units to capture approximately 100% of the braking power on light rail vehicles	$4,200,000
PA	D2010-GGER-023	PennDOT Bureau of Public Transportation	To reduce greenhouse gas emissions by improving transit vehicle efficiency	$5,000,000
RI	D2010-GGER-024	Rhode Island Public Transit Authority	To reduce energy consumption through installation of solar technologies	$1,200,000
WA	D2010-GGER-025	King County Department of Transportation	Acquire an all electric bus to test viability in operating environment	$4,761,900
WA	D2010-GGER-026	Seattle Department of Transportation	Meet high energy efficiency standards while maintaining historic character of King Street Station	$2,555,344
WV	D2010-GGER-027	Monongalia County Urban Mass Transit Authority d.b.a. Mountain Line Transit Authority	Design and installation of a solar power station	$1,100,000
			Total	$75,000,000

[FR Doc. 2011–2107 Filed 1–28–11; 8:45 am]

BILLING CODE C

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. RR 999 (Amendment No. 5)]

Released Rates of Motor Common Carriers of Household Goods

AGENCY: Surface Transportation Board.

ACTION: Notice, request for comments.

SUMMARY: The Surface Transportation Board seeks written public comments and evidence on the average per-pound replacement value for household goods that are lost or damaged while in the care of a moving company.

DATES: Comments are due on or before March 15, 2011.

ADDRESSES: Comments may be submitted either via the Board's e-filing format or in traditional paper format. Any person using e-filing should attach a document and otherwise comply with the instructions at the E-FILING link on the Board's website at *http://www.stb.dot.gov.* Any person submitting a filing in the traditional paper format should send an original and 10 copies referring to Docket No. RR 999 (Amendment No. 5) to: Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001.

FOR FURTHER INFORMATION, CONTACT: Julia Farr (202) 245–0359. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at: (800) 877–8339.

SUPPLEMENTARY INFORMATION: The Board issued a decision in this proceeding on January 21, 2011. In that decision, the Board, following notice and comment, adopted certain changes concerning the responsibility of interstate moving companies to pay for damage to or loss of customers' household goods and required the moving companies to amend particular documents they provide to consumers. The decision is available on the Board's Web site at *http://www.stb.dot.gov.* The Board seeks comment on one aspect of that decision: The calculation of replacement value of household goods when the consumer elects to have the moving company assume liability for the replacement value of the consumer's goods but neglects to write in the total value for the shipment.

Unless otherwise agreed to, a moving company is liable for the cost to replace lost or damaged goods, up to a total value stated by the consumer. For instance, if the consumer stated that the shipment had a value of $200,000, and the entire shipment were destroyed, the moving company would be liable for a $200,000. However, if a consumer does not indicate a total value for the shipment, the Board's decision would require the moving company to be liable for the greater of (1) $6,000 or (2) $6.00 per pound of the lost or destroyed item(s). The $6.00-per-pound figure is meant to represent the replacement value of an average shipment of household goods. The Board seeks comments and evidence concerning this figure, particularly whether some other figure would more closely represent the average per-pound value of household goods in an interstate move. Any interested person may submit comments or evidence. If no evidence or comments are received on this issue, the Board's decision establishing the $6.00-per-pound limit will become effective on April 1, 2011.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Decided: January 26, 2011.

By the Board, Chairman Elliott, Vice Chairman Nottingham, and Commissioner Mulvey.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2011–2019 Filed 1–28–11; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF THE TREASURY

Publication of FY 2010 Service Contract Inventory

AGENCY: Departmental Offices, Treasury.

ACTION: Notice of publication of Fiscal Year 2010 Service Contract Inventory.