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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.*

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## 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) drivers.

#### FOR FURTHER INFORMATION CONTACT:

Christine A. Hydock, Chief, Medical Programs Division, (202) 366-4001, [fmcsamedical@dot.gov](mailto: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  
Aqif Matraku  
Aaron A. McBride  
Zachary J. Menchaca  
Richard W. Merritt  
Michael J. Miller  
David R. Mitchell

Huon Morris  
Lane 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  
James W. Gray  
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  
James 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  
Michael K. Soost

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

Theodore N. Belcher  
Perry T. Kolberg

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  
Guadalupe Reyes  
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.*

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## 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 low-emission 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 [sean.ricketson@dot.gov](mailto:sean.ricketson@dot.gov) 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