

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.

[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 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 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

proposed. Funds must be used consistent with the competitive proposal and for the eligible purposes established in the NOFA and described in the FTA *Circular 6100.1E* and/or FTA *Circular 9030.1E*. In cases where the allocation amount is less than the proposer's requested amount, grantees should work with the FTA Regional Office is coordination with the Office of Research, Demonstration, and Innovation to reduce scope or scale the project such that a complete phase or project is accomplished. Grantees are reminded that program requirements such as cost sharing or local match can

be found in the NOFA. A discretionary research project identification number will be assigned to each project for tracking purposes and must be used in the Transit Award Management System (TrAMS) application.

All projects are granted pre-award authority with an effective date of April 19, 2016, so long as all required conditions for pre-award authority have been met and the activities undertaken in advance of federal funding are contained in the approved project plan or statement of work. Post-award reporting requirements include submission of the Federal Financial Report and Milestone reports in TrAMS

as appropriate (FTA *Circular 6100.1E*, *Circular 5010.1D* and *Circular 9030.1E*). The grantees must comply with all applicable Federal statutes, regulations, executive orders, FTA circulars, and other Federal requirements detailed in the most recent Master Agreement in carrying out the project supported by the FTA research grant. The FY16 Master Agreement can be found at the following Internet address: <https://www.transit.dot.gov/funding/grantee-resources/sample-fta-agreements/sample-fta-agreements-october-1-2015>.

Carolyn Flowers,
Acting Administrator.

TABLE 1—LOW OR NO EMISSION VEHICLE DEPLOYMENT PROGRAM PROJECT SELECTIONS

Discretionary ID	State	Project sponsor	Project	Amount
D2016-LONO-001 ...	CA	LACMTA under Southern California Association of Governments (SCAG).	Deploy 5 battery-electric buses	\$4,275,000
D2016-LONO-002 ...	CA	Foothill Transit under Southern California Association of Governments (SCAG).	Deploy charging infrastructure for an existing fleet of battery-electric buses.	1,310,000
D2016-LONO-003 ...	CA	AC Transit Under the Metropolitan Transportation Commission.	Deploy 5 battery-electric buses	1,551,611
D2016-LONO-004 ...	OH	Stark Area Regional Transit Authority	Deploy 3 additional buses to SARTA's fleet of fuel cell electric buses.	4,015,174
D2016-LONO-005 ...	PA	Southeastern Pennsylvania Transportation Authority (SEPTA).	Deploy 25 battery-electric buses	2,585,075
D2016-LONO-006 ...	UT	Utah Transit Authority (UTA)	Deploy 5 battery-electric buses	5,427,100
D2016-LONO-007 ...	WA	King County	Deploy 8 additional buses to King County's fleet of battery-electric buses.	3,336,040
Total				22,500,000

[FR Doc. 2016-18045 Filed 7-29-16; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2016 0075]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel SERENITE; Invitation for Public Comments

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before August 31, 2016.

ADDRESSES: Comments should refer to docket number MARAD-2016-0075. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23-453, Washington, DC 20590. Telephone 202-366-9309, Email Bianca.carr@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel SERENITE is:

Intended Commercial Use of Vessel: "passenger hotel barge providing overnight tours of the US inland waterways."

Geographic Region: "New York, Vermont, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida"

The complete application is given in DOT docket MARAD-2016-0075 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388, that the issuance of the waiver will have an undue adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver