concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at *http://www.regulations.gov.*

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the document (or signing the document, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Page 19477) or at *http://www.dot.gov/privacy.html.*

Issued in Washington, DC on August 17, 2010.

**Robert C. Lauby,**

*Deputy Associate Administrator for Regulatory and Legislative Operations.*

[FR Doc. 2010–20982 Filed 8–23–10; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

### Petition for Waiver of Compliance

In accordance with part 211 of title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

**Trackside Investments**

[Docket Number FRA–2010–0012]

The Trackside Investments, LLC (Trackside) petitioned FRA for relief from the requirements of 49 CFR 223.15(c) *Existing passenger cars* for ten (10) passenger cars. All of the passenger cars carry the same reporting mark (OHCR) and are numbered: 3208, 5443, 5444, 5499, 5582, 5583, 5584, 5595, 5642, and 9300. They were built by the Canadian Car and Foundry Company in 1954, and used by VIA Rail Canada until the mid-1990's, in long distance passenger service.

The equipment does not meet the definition of "antiquated" equipment. FRA's long-standing definition of "antiquated" applies to equipment to built prior to the end of World War II. In this case, even though the above listed equipment is used on in tourist/excursion/educational service, relief from the Federal safety glazing requirements is required because the cars were built in 1954. The cars are equipped with double pane, sealed laminated safety glass, with certain windows marked as emergency exits. Also, the cars have emergency tools and instructional signage to break the marked windows, as installed by VIA Rail.

The above referenced passenger cars and cabooses have occasionally been leased for excursion service purposes to similar organizations in the Midwest region of the United States, and Trackside proposes to continue this practice in the future. In all instances, the excursion trains operate through urban, rural and wooded areas. The coaches are used at speeds up to and including 45 mph. There have been no reported incidents of stoning or acts of vandalism against the excursion trains. Trackside believes that the cost to retrofit these cars is not economically feasible due to the limited annual use of the cars and low exposure to vandalism. For example, the average use of these cars over the past 24 months was approximately 30 service days.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (*e.g.,* Waiver Petition Docket Number FRA–2010–0012) and may be submitted by any of the following methods:

- *Web site: http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., W12–140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue, SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at *http://www.regulations.gov.*

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the document (or signing the document, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477) or at *http://www.dot.gov/privacy.html.*

Issued in Washington, DC, on August 17, 2010.

**Robert C. Lauby,**

*Deputy Associate Administrator for Regulatory and Legislative Operations.*

[FR Doc. 2010–20979 Filed 8–23–10; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

**[Docket No. FMCSA–1999–6156; FMCSA–2000–7006; FMCSA–2001–9561; FMCSA–2001–10578; FMCSA–2001–11426; FMCSA–2002–11714; FMCSA–2002–13411; FMCSA–2003–16241; FMCSA–2003–16564; FMCSA–2004–17195; FMCSA–2005–21711; FMCSA–2005–22194; FMCSA–2005–23099; FMCSA–2005–23238; FMCSA–2006–23773; FMCSA–2006–24015; FMCSA–2006–24783; FMCSA–2006–25246; FMCSA–2008–0021]**

### Qualification of Drivers; Exemption Renewals; Vision

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

**ACTION:** Notice of final disposition.

**SUMMARY:** FMCSA previously announced its decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 60 individuals. 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 will 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:** Dr. Mary D. Gunnels, Director, Medical Programs, (202) 366–4001, *fmcsamedical@dot.gov,* FMCSA, Department of Transportation, 1200 New Jersey Avenue, SE., Room W64–224, Washington, DC 20590–0001. Office hours are from 8:30 a.m. to 5 p.m. Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

### Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption for a 2-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 2-year period. The comment period ended on July 28, 2010 (75 FR 36778).

### Discussion of Comments

FMCSA received no comments in this proceeding.

### Conclusion

The Agency has not received any adverse evidence on any of these drivers that indicates that safety is being compromised. Based upon its evaluation of the 60 renewal applications, FMCSA renews the Federal vision exemptions for Jawad K. Al-Shaibani, Harold J. Bartley, Jr., Delmas C. Bergdoll, Kenneth J. Bernard, Allen G. Bors, Brad T. Braegger, Michael C. Branham, John E. Breslin, Trixie L. Brown, Raymond L. Brush, Scott F. Chalfant, Leroy A. Chambers, Harvis P. Cosby, Rodney D. Curtis, Ronald D. Danberry, Norman J. Day, Michael D. DeBerry, John K. DeGolier, Francisco Espinal, William L. Foote, Daniel R. Franks, David W. Grooms, Walter D. Hague, Jr., Spencer N. Haugen, Edward J. Hess, Jr., William G. Hix, Ralph E. Holmes, Bruce A. Homan, Timothy B. Hummel, Fredrick C. Ingles, Lerry L. Jarvis, Michael S. Johannsen, Charles E. Johnston, Harry L. Jones, Mearl C. Kennedy, Aaron C. Lougher, William F. Mack, Patrick E. Martin, Bennet G. Maruska, Leland K. McAlhaney, Bobby G. Minton, Charles J. Morman, Larry A. Nienhuis, Corey L. Paraf, John H. Pribanic, Ronald M. Price, John P. Raftis, Scott D. Russell, Alton M. Rutherford, Charles L. Schnell, Andrew W. Shollett, Joseph B. Shaw, Jr., Wolfgang V. Spekis, Sandra J. Sperling, Ryan K. Steelman, Robert L. Swartz, Jr., Roger A. Thein, Jr., Duane L. Tysseling, Kenneth E. Walker and Richard G. Wendt.

In accordance with 49 U.S.C. 31136(e) and 31315, each renewal 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.

Issued on: August 11, 2010.

**Larry W. Minor,**

*Associate Administrator for Policy and Program Development.*

[FR Doc. 2010–20974 Filed 8–23–10; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Motor Carrier Safety Administration

**[Docket No. FMCSA–1999–5578; FMCSA–1999–6480; FMCSA–2001–11426; FMCSA–2003–14223; FMCSA–2003–16564; FMCSA–2004–17195; FMCSA–2006–24015; FMCSA–2006–24783; FMCSA–2008–0021]**

## Qualification of Drivers; Exemption Renewals; Vision

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

**ACTION:** Notice of final disposition.

**SUMMARY:** FMCSA previously announced its decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 13 individuals. 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 will 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:** Dr. Mary D. Gunnels, Director, Medical Programs, (202) 366–4001, *fmcsamedical@dot.gov,* FMCSA, Department of Transportation, 1200 New Jersey Avenue, SE., Room W64–224, Washington, DC 20590–0001. Office hours are from 8:30 a.m. to 5 p.m. Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

### Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption for a 2-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 2-year period. The comment period ended on August 2, 2010 (75 FR 38602).

### Discussion of Comments

FMCSA received no comments in this proceeding.

### Conclusion

The Agency has not received any adverse evidence on any of these drivers that indicates that safety is being compromised. Based upon its evaluation of the 13 renewal applications, FMCSA renews the Federal vision exemptions for Manuel A. Almeida, Ronald B. Brown, Thomas L. Corey, Lawrence M. Daley, Brian G. Hagen, Alfred G. Jeffus, Christopher P. Lefler, Michael G. Martin, Charles R. Murphy, Willard L. Riggle, Robert H. Rogers, Jose M. Suarez and Barney J. Wade.

In accordance with 49 U.S.C. 31136(e) and 31315, each renewal 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.

Issued on: August 11, 2010.

**Larry W. Minor,**

*Associate Administrator for Policy and Program Development.*

[FR Doc. 2010–20973 Filed 8–23–10; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Motor Carrier Safety Administration

**[Docket No. FMCSA–2000–7006; FMCSA–7165; FMCSA–2002–12294; FMCSA–2004–17194; FMCSA–2006–24783; FMCSA–2008–0106; FMCSA–2008–0174]**

## Qualification of Drivers; Exemption Applications; Vision

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

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

**SUMMARY:** FMCSA announces its decision to renew the exemptions from the vision requirement in the Federal