

service type (fixed route bus, light or rapid rail, commuter rail, and demand responsive); and (3) vehicle condition (new, used, or remanufactured). In table and narrative format, the section explains that all new fixed route buses and all new light, rapid, and commuter rail cars must be accessible; that is, they must meet all the applicable specifications in Part 38. Certain exceptions to acquiring an accessible vehicle apply to used and remanufactured buses and rail cars, as well as to new buses and vans operating in a general public demand responsive system. These exceptions are likewise outlined in the section.

Section 3 is titled "The Main Elements of Accessible Vehicles" and summarizes the required design specifications in Part 38 by vehicle type. The section begins by emphasizing that an accessible bus or rail car involves much more than features for boarding and alighting individuals who use wheelchairs, which is how accessibility is commonly envisioned. Handrails, slip-resistant flooring, public address systems, and sufficient lighting, for example, are all part of an accessible vehicle, in addition to lifts, ramps, and securement systems. The section does not attempt to restate all of the Part 38 specifications but rather highlights the main points by vehicle type with accompanying photographs and diagrams, and refers the reader to the appropriate part of the regulations for more detail. For rail cars, the section highlights four areas that have been of particular interest to transit systems and members of the public: The platform gap, mobility aid accessibility, priority seating, and between-car barriers.

Section 4, "Ensuring that Vehicles Are Compliant," addresses ways a transportation provider can ensure that the vehicles it plans to acquire are accessible under Part 38 and useable to individuals with disabilities. Strategies presented include ensuring that bid packages spell out specific accessibility requirements in detail, seeking public input to ensure that the solicited vehicles can be used by as many persons with disabilities as possible, and inspecting the vehicles at the appropriate time in the procurement cycle.

Complementing Section 4 is an attachment titled "Sample Bus and Van Specification Checklist" that lists the design elements in Part 38 applicable to non-rail vehicles. It is a document FTA uses in its compliance reviews when assessing whether a transportation provider's buses comply with Part 38. The checklist is provided here as an example of a tool a transportation

provider could replicate to use in its factory inspections to ensure the vehicles it plans to acquire are compliant long before delivery. A grantee may decide to develop similar checklists to inspect rail cars.

The chapter ends with a list of definitions taken from the DOT ADA regulations, a list of statutory and regulatory authorities, and a reference list.

III. Publication Approach

The Vehicle Acquisition chapter is the first in approximately 12 chapters that will compose FTA's ADA circular. Because of the breadth of the ADA, FTA is developing this circular in segments. The next chapter currently under development is "Equivalent Facilitation," which will outline how a grantee can depart from the regulations by demonstrating to FTA that an alternative design or technology provides individuals with disabilities equivalent or greater access to a vehicle or facility. FTA anticipates that the topics of subsequent chapters will largely mirror the major provisions in the DOT ADA regulations, for example: General nondiscrimination requirements, facility construction and alteration, fixed route bus and rail service, ADA complementary paratransit (eligibility and service delivery), general public demand responsive service, and ferries and other modes.

When issued in its final form, the circular is intended to provide guidance specifically for recipients of FTA financial assistance that provide public transit. As such, requirements found in the DOT ADA regulations, for example, related to intercity rail (i.e., Amtrak), private motor coach service (e.g., Greyhound), taxi service, and airport transportation will not be covered in the circular.

Going forward, it is anticipated that the chapters will be issued in groups. All chapters will be announced in the **Federal Register** for public notice and comment.

IV. Conclusion

FTA seeks comments on the scope and content of the first chapter of the circular, "Vehicle Acquisition," specifically as to whether there are areas that need more clarification or explanation or topics that were overlooked. The chapter includes a section on practices a transit provider can use to help ensure the vehicles it acquires are compliant and useable. FTA seeks comment on whether there are other practices that have proven

effective that would be worth describing in the circular.

FTA also seeks suggestions on specific issues to cover in future chapters and which topics should be a priority to cover early on in the process of developing the ADA circular. For example, FTA seeks comments on which issues within the broad topic areas mentioned above (e.g., general nondiscrimination, facility construction and alterations, fixed route services, and ADA complementary paratransit) are most challenging to address by the industry. Further, FTA is interested in knowing in what areas guidance would be the most valuable to transportation providers.

Issued in Washington, DC, this 25th day of September 2012.

Peter Rogoff,

Administrator.

[FR Doc. 2012-24185 Filed 10-1-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Clean Fuels Grant Program, Augmented With Discretionary Bus and Bus Facilities Program Funds

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: 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 for the Clean Fuels Grant program enhanced with Section 5309 Bus and Bus Facilities program funds. On February 7, 2012, FTA published a Notice of Funding Availability (NOFA) for its Clean Fuels Grant program (77 FR 6178). The NOFA explained the requirements and procedures for eligible applicants to apply for the funds made available by the Surface and Air Transportation Programs Extension Act of 2011. In sum, the FY 2012 Clean Fuels Grant Program made available approximately \$51.5 million in unallocated Section 5308 Clean Fuels Grant Program funds. As outlined in the NOFA, the Section 5308 funds would be awarded to fund projects in non-attainment 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. Projects in attainment areas were also eligible to

apply and if funding was available, would be funded with Section 5309 Bus and Bus Facilities funds.

FOR FURTHER INFORMATION CONTACT:

Successful applicants should contact the appropriate FTA Regional office for specific information regarding applying for the funds. A list of Regional offices can be found at www.fta.dot.gov. Unsuccessful applicants may contact Vanessa Williams, Office of Program Management at (202) 366-4818, email: vanessa.williams@dot.gov to arrange a proposal debriefing within 30 days of this announcement. For general program information on the Clean Fuels Grant Program, contact Vanessa Williams, a TDD is available at 1-800-877-8339 (TDD/FIRS).

SUPPLEMENTARY INFORMATION:

In response to the NOFA, FTA received 146 eligible proposals requesting \$516 million in federal funds, indicating significant demand for funds. Of the proposals submitted, 46 were from attainment areas requesting \$124 million and were only considered for Bus and Bus Facilities program funds. Project proposals were evaluated based on the criteria detailed in the February 7, 2012 NOFA. FTA is funding 21 projects in non-attainment and maintenance areas as shown in Table 1

for a total of \$51.5 million, and 6 projects in attainment areas as shown in Table 2 for a total of \$7.8 million with prior year Section 5309 funds.

Grantees selected for competitive discretionary funding should work with their FTA regional office to finalize the grant application in FTA's Transportation Electronic Award Management system (TEAM) so that funds can be obligated expeditiously. Grant applications must only include eligible activities applied for in the original project application. Funds must be used consistent with the competitive proposal and for the eligible purposes defined under 49 U.S.C. 5308(a)(2) and 5309. In cases where the allocation amount is less than the proposer's requested amount, grantees should work with the regional office to reduce scope or scale the project such that a complete phase or project is accomplished. Grantees are reminded that the 90% provision for biodiesel buses is not available this year, as the language permitting this higher federal share was not included in the 2012 appropriations bill. This change was highlighted in *FTA's January 2012 Apportionment Notice*, Section III (C). Biodiesel buses remain eligible for an 83% 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 no earlier than September 14, 2012. Pre-award authority is also contingent upon other requirements, such as planning and environmental, having been met. For more about FTA's policy on pre-award authority, please see the FTA Fiscal Year 2012 Apportionments, Allocations, and Program notice found in 77 FR 1785 (January 11, 2012). Post-award reporting requirements include submission of the Federal Financial Report and Milestone reports in TEAM as appropriate (see FTA.C.5010.1D). 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. FTA emphasizes that grantees must follow all third-party procurement guidance, as described in FTA.C.4220.1F. Funds allocated in this announcement must be obligated in a grant by September 30, 2014.

Issued in Washington, DC, this 26th day of September, 2012.

Peter Rogoff,
Administrator.

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Table 1
FY 2012 Clean Fuels Project Selections

| State | Recipient | Project ID | Project Description | Allocation |
|-------|---|----------------|--|-------------|
| AL | Birmingham-Jefferson County Transit Authority | D2012-CLNF-001 | Compressed Natural Gas (CNG) Replacement of Buses | \$2,500,000 |
| CA | Metropolitan Transportation Commission (MTC) | D2012-CLNF-002 | Replace Diesel Trolleys with Electric Trolley Buses | \$4,320,000 |
| CA | Riverside Transit Agency | D2012-CLNF-003 | Heavy-Duty CNG Bus Replacement | \$2,400,000 |
| CO | Colorado Department of Transportation | D2012-CLNF-004 | Via Mobility Services (formerly Special Transit) - CNG-Fueled Universal Design Paratransit Vehicles Purchase | \$136,950 |
| CT | Greater Hartford Transit District | D2012-CLNF-005 | Alternative Fuel Vehicle Purchase | \$165,000 |
| FL | Miami-Dade County | D2012-CLNF-006 | Transit Electric Engine Cooling System | \$2,512,500 |
| GA | Metropolitan Atlanta Rapid Transit Authority | D2012-CLNF-007 | Vehicle Replacements | \$3,896,160 |
| IL | Chicago Transit Authority | D2012-CLNF-008 | Sixty-foot Diesel-Electric Hybrid Articulated Bus Purchase | \$4,725,000 |
| KY | Transit Authority of River City | D2012-CLNF-009 | TARC Historic Replica Trolley Replacement | \$4,369,000 |
| MA | Worcester Regional Transit Authority | D2012-CLNF-010 | WRTA "Green Fleet" Electric Bus Procurement Project | \$4,464,000 |

Table 1
FY 2012 Clean Fuels Project Selections

| State | Recipient | Project ID | Project Description | Allocation |
|-------|--|----------------|--|-------------|
| MD | Maryland Transit Administration | D2012-CLNF-011 | Hybrid Bus Battery Replacements | \$402,500 |
| MN | St. Cloud Metropolitan Transit Commission | D2012-CLNF-012 | Operations Center building renovation and CNG fueling station construction | \$3,354,335 |
| MO | Kansas City Area Transportation Authority | D2012-CLNF-013 | CNG Vehicle Purchase | \$1,394,400 |
| NY | Niagara Frontier Transportation Authority (NFTA) | D2012-CLNF-014 | Compressed Natural Gas fueling station at the Frontier Bus Facility in Buffalo, New York | \$1,960,808 |
| OH | Central Ohio Transit Authority | D2012-CLNF-015 | CNG Monitoring System for McKinley Avenue facility renovation | \$1,023,000 |
| OR | City of Wilsonville -- SMART Transit | D2012-CLNF-016 | SMART Bus Replacements | \$1,058,250 |
| PA | Pennsylvania Dept of Transportation | D2012-CLNF-017 | Butler Transit Authority CNG Retrofits | \$2,400,000 |
| PA | Southeastern Pennsylvania Transportation Authority (SEPTA) | D2012-CLNF-018 | 60-foot Hybrid Bus Replacements | \$3,000,000 |
| TN | Nashville Metropolitan Transit Authority | D2012-CLNF-019 | MTA Electric Bus Purchase and Wayside Inductive Power Transfer System Implementation | \$3,043,200 |
| TX | City of El Paso | D2012-CLNF-020 | Sun Metro - Bus Replacements for Paratransit | \$1,225,246 |

Table 1
FY 2012 Clean Fuels Project Selections

| State | Recipient | Project ID | Project Description | Allocation |
|-------------------------|--|--|---|----------------------|
| WA | King County Department of Transportation | D2012-CLNF-021 (\$3,149,651) D2012- CLNF-10001 (\$349) | Bus Hybrid Electric Cooling System for Engine Radiators - Retrofit to existing hybrid buses | \$3,150,000 |
| Total Allocation | | | | \$ 51,500,349 |

Table 2
FY 2012 Clean Fuels Project Selections
in Attainment Areas

| State | Recipient | Project ID | Project Description | Allocation |
|-------------------------|--|------------------|---|---------------------|
| AZ | Northern Arizona Intergovernmental Public Transportation | D2012-BUSP-93001 | Vehicle Replacements | \$1,029,200 |
| CA | Monterey-Salinas Transit | D2012-BUSP-93002 | WAVE-MST Trolley Electrification | \$1,674,270 |
| IL | Springfield Mass Transit District | D2012-BUSP-93003 | CNG Vehicle Replacements | \$3,075,000 |
| KY | Transit Authority of the LFUCG | D2012-BUSP-93004 | Integrated thermal management Brushless Alternator retrofit project | \$34,000 |
| PA | River Valley Transit (RVT) | D2012-BUSP-93005 | Compressed Natural Gas (CNG) Garage Modifications & Fueling Addition | \$1,500,000 |
| WA | Washington State Department of Transportation | D2012-BUSP-93006 | Pullman Transit Heavy Duty Bus Replacement with Low Floor Hybrid Bus | \$535,350 |
| Total Allocation | | | | \$ 7,847,820 |

[FR Doc. 2012-24178 Filed 10-1-12; 8:45 am]

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DEPARTMENT OF THE TREASURY**Senior Executive Service; Financial Management Service Performance Review Board (PRB)****AGENCY:** Financial Management Service, Treasury.**ACTION:** Notice.**SUMMARY:** This notice announces the appointment of members to the Financial Management Service (FMS) Performance Review Board (PRB).**DATES:** This notice is effective on October 2, 2012.**FOR FURTHER INFORMATION CONTACT:**

Wanda J. Rogers, Deputy Commissioner, Financial Management Service, 401 14th Street SW., Washington, DC; (202) 874-7000.

SUPPLEMENTARY INFORMATION: Pursuant to 5 U.S.C. 4314(c) (4), this notice is given of the appointment of individuals to serve as members of the FMS PRB. This Board reviews the performance appraisals of career senior executives below the Assistant Commissioner level and makes recommendations regarding ratings, bonuses, and other personnel actions. Four voting members constitute a quorum. The names and titles of the FMS PRB members are as follows:**Primary Members**

Wanda J. Rogers, Deputy Commissioner
 Kristine S. Conrath, Assistant
 Commissioner, Federal Finance
 Jeffrey Schramek, Assistant
 Commissioner, Debt Management
 Services
 Sheryl R. Morrow, Assistant
 Commissioner, Payment Management
 Patricia M. Greiner, Assistant
 Commissioner, Management/CFO

Dated: September 24, 2012.

Wanda J. Rogers,*Deputy Commissioner.*

[FR Doc. 2012-24154 Filed 10-1-12; 8:45 am]

BILLING CODE 4810-35-M

DEPARTMENT OF THE TREASURY**Office of Foreign Assets Control****Unblocking of Two Specially Designated Nationals and Blocked Persons Pursuant to Executive Order****AGENCY:** Office of Foreign Assets Control, Treasury.**ACTION:** Notice.**SUMMARY:** The Treasury Department's Office of Foreign Assets Control ("OFAC") is publishing the names of two individuals whose property and interests in property have been unblocked pursuant to Executive Order 13310 of July 28, 2003, "Blocking Property of the Government of Burma and Prohibiting Certain Transactions."**DATES:** The unblocking and removal from the list of Specially Designated Nationals and Blocked Persons ("SDN List") of the individuals identified in this notice whose property and interests in property were blocked pursuant to Executive Order 13310 of July 28, 2003, is effective on September 19, 2012.**FOR FURTHER INFORMATION CONTACT:**

Assistant Director, Sanctions Compliance and Evaluation, Office of Foreign Assets Control, Department of the Treasury, Washington, DC 20220, tel.: 202/622-2490.

SUPPLEMENTARY INFORMATION:**Electronic and Facsimile Availability**This document and additional information concerning OFAC are available from OFAC's web site (www.treasury.gov/ofac) or via facsimile through a 24-hour fax-on demand service tel.: (202) 622-0077.**Background**

On May 20, 1997, President Clinton issued Executive Order 13047, "Prohibiting New Investment in Burma," and declared a national emergency to deal with the unusual and extraordinary threat to the national security and foreign policy of the United States posed by the Government of

Burma's actions and policies. In order to take additional steps with respect to the Government of Burma's continued repression of the democratic opposition in Burma, President Bush issued Executive Order 13310, "Blocking Property of the Government of Burma and Prohibiting Certain Transactions" ("the Order" or "E.O. 13310"). E.O. 13310 imposes economic sanctions on persons listed in the Annex to the Order. The Order also authorizes the Secretary of the Treasury, in consultation with the Secretary of State, to designate additional persons determined to meet the criteria set forth in E.O. 13310.

On September 27, 2007, the Director of OFAC, in consultation with the Secretary of State, designated, pursuant to one or more of the criteria set forth in subparagraphs (b)(i) through (b)(ii) of Section 1 of the Order, the individuals listed below, whose property and interests in property were blocked pursuant to the Order.

On September 19, 2012, the Director of OFAC removed and unblocked from the SDN List the two individuals listed below, whose property and interests in property were blocked pursuant to E.O. 13310.

1. SEIN, THEIN; DOB 20 Apr 1945; POB Patheingyi, Irrawaddy Division, nationality Burma; citizen Burma; Adjutant General; First Secretary, State Peace and Development Council (individual) [BURMA]

2. MANN, THURA SHWE (a.k.a. MANN, SHWE); DOB 11 Jul 1947; nationality Burma; citizen Burma; Joint Chief of Staff; Member, State Peace and Development Council (individual) [BURMA]

Dated: September 24, 2012.

Adam J. Szubin,*Director, Office of Foreign Assets Control.*

[FR Doc. 2012-24180 Filed 10-1-12; 8:45 am]

BILLING CODE 4810-AL-P