

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](mailto: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](mailto: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

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Mary E. Mello, Regional Administrator, Region 1—Boston, Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142–1093, Tel. 617–494–2055.</p> <p>States served: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.</p>                                                                                                                                                                                                                                                                               | <p>Robert C. Patrick, Regional Administrator, Region 6—Ft. Worth, 819 Taylor Street, Room 8A36, Ft. Worth, TX 76102, Tel. 817–978–0550.</p> <p>States served: Arkansas, Louisiana, Oklahoma, New Mexico and Texas.</p>                                                                                                                                                                                                       |
| <p>Brigid Hynes-Cherin, Regional Administrator, Region 2—New York, One Bowling Green, Room 429, New York, NY 10004–1415, Tel. 212–668–2170.</p> <p>States served: New Jersey, New York</p> <p>New York Metropolitan Office, Region 2—New York, One Bowling Green, Room 428, New York, NY 10004–1415, Tel. 212–668–2202.</p>                                                                                                                                                                                                          | <p>Mokhtee Ahmad, Regional Administrator, Region 7—Kansas City, MO, 901 Locust Street, Room 404, Kansas City, MO 64106, Tel. 816–329–3920.</p> <p>States served: Iowa, Kansas, Missouri, and Nebraska.</p>                                                                                                                                                                                                                   |
| <p>Letitia Thompson, Regional Administrator, Region 3—Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103–4124, Tel. 215–656–7100.</p> <p>States served: Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and District of Columbia.</p> <p>Philadelphia Metropolitan Office, Region 3—Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103–4124, Tel. 215–656–7070.</p> <p>Washington, D.C. Metropolitan Office, 1990 K Street, NW., Room 510, Washington, DC 20006, Tel. 202–219–3562.</p> | <p>Terry Rosapep, Regional Administrator, Region 8—Denver, 12300 West Dakota Ave., Suite 310, Lakewood, CO 80228–2583, Tel. 720–963–3300.</p> <p>States served: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.</p>                                                                                                                                                                                        |
| <p>Yvette Taylor, Regional Administrator, Region 4—Atlanta, 230 Peachtree Street, NW., Suite 800, Atlanta, GA 30303, Tel. 404–865–5600.</p> <p>States served: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, Tennessee, and Virgin Islands.</p>                                                                                                                                                                                                                                      | <p>Leslie T. Rogers, Regional Administrator, Region 9—San Francisco, 201 Mission Street, Room 1650, San Francisco, CA 94105–1926, Tel. 415–744–3133.</p> <p>States served: American Samoa, Arizona, California, Guam, Hawaii, Nevada, and the Northern Mariana Islands.</p> <p>Los Angeles Metropolitan Office, Region 9—Los Angeles, 888 S. Figueroa Street, Suite 1850, Los Angeles, CA 90017–1850, Tel. 213–202–3952.</p> |
| <p>Marisol Simon, Regional Administrator, Region 5—Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312–353–2789.</p> <p>States served: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin.</p> <p>Chicago Metropolitan Office, Region 5—Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312–353–2789.</p>                                                                                                                                                                             | <p>Rick Krochalis, Regional Administrator, Region 10—Seattle, Jackson Federal Building, 915 Second Avenue, Suite 3142, Seattle, WA 98174–1002, Tel. 206–220–7954.</p> <p>States served: Alaska, Idaho, Oregon, and Washington.</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           |
|       |                                                          |                                                                            | <b>Total</b>                                 | <b>\$89,717,795</b> |

**Table II**  
**TIGER 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         |
| <b>Total</b> |                |                                                                                       |                                                                                                         | <b>\$75,000,000</b> |

[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.