

William Darnell (AZ)
 Travis Davisson (IA)
 Steven Gandee (PA)
 Derek Hawkins (NH)
 James Johnson (MN)
 Keith Kenyon (WI)
 John Martikainen (CT)
 Willis Ryan (GA)
 John Silvers (NY)
 Jeremy Williams (CA)
 Joseph Williams (MD)

The drivers were included in docket numbers FMCSA–2017–0058, FMCSA–2018–0136, FMCSA–2018–0138, FMCSA–2018–0139, FMCSA–2019–0109, or FMCSA–2019–0110. Their exemptions are applicable as of December 26, 2023 and will expire on December 26, 2025.

V. Conditions and Requirements

The exemptions are extended subject to the following conditions: (1) each driver must report any crashes or accidents as defined in § 390.5T; and (2) report all citations and convictions for disqualifying offenses under 49 CFR parts 383 and 391 to FMCSA; and (3) each driver prohibited from operating a motorcoach or bus with passengers in interstate commerce. The driver must also have a copy of the exemption when driving, for presentation to a duly authorized Federal, State, or local enforcement official. In addition, the exemption does not exempt the individual from meeting the applicable CDL testing requirements. Each exemption will be valid for 2 years unless rescinded earlier by FMCSA. The exemption will be rescinded if: (1) the person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was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(e) and 31315(b).

VI. Preemption

During the period the exemption is in effect, no State shall enforce any law or regulation that conflicts with this exemption with respect to a person operating under the exemption.

VII. Conclusion

Based upon its evaluation of the 16 exemption applications, FMCSA renews the exemptions of the aforementioned drivers from the hearing requirement in § 391.41 (b)(11). In accordance with 49 U.S.C. 31136(e) and 31315(b), each

exemption will be valid for 2 years unless revoked earlier by FMCSA.

Larry W. Minor,

Associate Administrator for Policy.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice To Rescind Notice of Intent To Prepare an Environmental Impact Statement for the Proposed Capital Metro Orange Line Project in Austin, Texas

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Rescind notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA), in cooperation with the Capital Metropolitan Transportation Authority (Capital Metro), Austin Transit Partnership (ATP), and the City of Austin (the City), is issuing this notice to advise the public that the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the proposed Orange Line light rail transit (LRT) project as part of Project Connect in Austin, Texas is rescinded.

FOR FURTHER INFORMATION CONTACT: For FTA: Mr. Terence Plaskon, Federal Transit Administration, Region VI, 819 Taylor Street, Fort Worth, TX 76102, at (817) 978–0573 or terence.plaskon@dot.gov. For Capital Metro: Mr. Jacob Calhoun, Capital Metro, 2910 E. Fifth Street, Austin, TX 78702, at (512) 369–6501 or jacob.calhoun@capmetro.org.

SUPPLEMENTARY INFORMATION: On May 24, 2021 (86 FR 27941), FTA and Capital Metro issued a NOI to prepare an EIS for the Orange Line LRT project. The project is part of Capital Metro’s 2018 Project Connect Long-Term Vision Plan (Project Connect), as amended in 2020. Project Connect presents a regional vision for high-capacity transit investments that would add mobility options for the Central Texas region. The project would have constructed an approximately 20-mile LRT line from the Tech Ridge Park & Ride on the northern end of the corridor, through downtown Austin, to just north of Slaughter Lane on the southern end of the corridor.

As planning and preliminary engineering progressed, it became evident that due to higher than projected cost estimates from inflationary pressure, escalating real

estate costs, and scope advancement, the approach and phasing for implementation of the LRT system would need to be refined to make the project economically feasible. Therefore, ATP, an independent local government corporation formed by the City and Capital Metro to design, construct, and implement Project Connect, undertook a public planning process to define an economically feasible and expandable LRT system that would meet regional transportation goals and objectives of Project Connect. After a robust community engagement process, on June 6, 2023, a proposed Austin Light Rail Phase 1 project was unanimously approved by Capital Metro, ATP, and the City to advance into the next phase of implementation. This proposed project includes combining segments of the Orange and Blue LRT projects into one LRT project. Based on the foregoing, FTA is rescinding the May 24, 2021, NOI for the Orange Line LRT project.

Comments and questions concerning this notice should be directed to FTA at the address provided above.

Gail Lyssy,

Regional Administrator, FTA Region VI.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice To Rescind Notice of Intent To Prepare an Environmental Impact Statement for the Proposed Capital Metro Blue Line Project in Austin, Texas

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Rescind notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA), in cooperation with the Capital Metropolitan Transportation Authority (Capital Metro), Austin Transit Partnership (ATP), and the City of Austin (the City), is issuing this notice to advise the public that the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the proposed Blue Line light rail transit (LRT) project as part of Project Connect in Austin, Texas is rescinded.

FOR FURTHER INFORMATION CONTACT: For FTA: Mr. Terence Plaskon, Federal Transit Administration, Region VI, 819 Taylor Street, Fort Worth, TX 76102, at (817) 978–0573 or terence.plaskon@dot.gov. For Capital Metro: Mr. Jacob