

The 11 individuals listed in this notice have requested an exemption from the hearing requirement in 49 CFR 391.41(b)(11). Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

The physical qualification standard for drivers regarding hearing found in § 391.41(b)(11) states that a person is physically qualified to drive a CMV if that person first perceives a forced whispered voice in the better ear at not less than 5 feet with or without the use of a hearing aid or, if tested by use of an audiometric device, does not have an average hearing loss in the better ear greater than 40 decibels at 500 Hz, 1,000 Hz, and 2,000 Hz with or without a hearing aid when the audiometric device is calibrated to American National Standard (formerly ASA Standard) Z24.5—1951.

This standard was adopted in 1970 and was revised in 1971 to allow drivers to be qualified under this standard while wearing a hearing aid, (35 FR 6458, 6463 (Apr. 22, 1970) and 36 FR 12857 (July 8, 1971), respectively).

On February 1, 2013, FMCSA announced in a Notice of Final Disposition titled, “Qualification of Drivers; Application for Exemptions; National Association of the Deaf,” (78 FR 7479), its decision to grant requests from 40 individuals for exemptions from the Agency’s physical qualification standard concerning hearing for interstate CMV drivers. Since that time the Agency has published additional notices granting requests from hard of hearing and deaf individuals for exemptions from the Agency’s physical qualification standard concerning hearing for interstate CMV drivers.

III. Qualifications of Applicants

Luis Aguilar

Luis Aguilar, 50, holds a regular driver’s license in Washington.

Donna Ayala

Donna Ayala, 28, holds a class C driver’s license in Nevada.

Sabrina Baltenbach-Lankenau

Sabrina Baltenbach-Lankenau, 49, holds a class D driver’s license in Ohio.

Danielle Franks

Danielle Franks, 38, holds a class D driver’s license in Delaware.

Arnold Hatton

Arnold Hatton, 23, holds a class D driver’s license in Delaware.

Alton Hunnicut

Alton Hunnicut, 53, holds a class A commercial driver’s license (CDL) in North Carolina.

Sam Jawdat

Sam Jawdat, 30, holds a class D driver’s license in Arizona.

James Newton

James Newton, 64, holds a class A CDL in Florida.

Michael Olsen

Michael Olsen, 59, holds a class C driver’s license in California.

Beau Robinson

Beau Robinson, 41, holds a class A CDL in Texas.

Richard Sawyer

Richard Sawyer, 41, holds a class A CDL in Virginia.

IV. Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315(b), FMCSA requests public comment from all interested persons on the exemption petitions described in this notice. We will consider all comments received before the close of business on the closing date indicated under the **DATES** section of the notice.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2024-08118 Filed 4-16-24; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2024-0019]

Notice of Limitation on Claims Against Port of Longview Industrial Rail Corridor Expansion Project

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This notice announces final environmental action taken for the Port of Longview Industrial Rail Corridor Expansion Project. The purpose of this notice is to advise the public of the time limit to file any claims that may challenge these decisions and other Federal permits, licenses, and approvals for the Project.

DATES: A claim seeking judicial review of Federal agency actions for the listed rail transportation project will be barred unless the claim is filed on or before April 17, 2026. If the Federal law that

authorizes judicial review of a claim provides a time period of less than two years for filing such claim, then the shorter time period applies.

FOR FURTHER INFORMATION CONTACT: For further information related to this notice, please contact Sydney Johnson, Attorney Adviser, Office of the Chief Counsel by email: sydney.johnson@dot.gov or by telephone: 202-536-9639.

SUPPLEMENTARY INFORMATION: Notice is given that FRA has taken final agency action by issuing certain approvals for the railroad project listed below. The actions on the project, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the National Environmental Policy Act (NEPA), available at <https://railroads.dot.gov/rail-network-development/environmental-reviews/port-longview-industrial-rail-corridor>.

This notice applies to all Federal agency decisions on the listed project as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to, NEPA (42 U.S.C. 4321-4375); section 4(f) requirements (23 U.S.C. 138, 49 U.S.C. 303); section 106 of the National Historic Preservation Act (54 U.S.C. 306108); the Clean Air Act (42 U.S.C. 7401-7671q); the Endangered Species Act (16 U.S.C. 1531-1544); the Clean Water Act (33 U.S.C. 1251), the Rivers and Harbors Act of 1899 (33 U.S.C. 403), the Coastal Zone Management Act of 1972 (16 U.S.C. 1451), and relevant Executive orders (E.O.) including but not limited to, E.O. 11988 Floodplain Management; and E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. This notice does not, however, alter or extend a shorter limitation period that may exist for challenges of project decisions covered by this notice. The project that is the subject of this notice follows:

Project name and location: Port of Longview Industrial Rail Corridor Expansion (IRCE) Project, Longview, Washington.

Project Summary: The Port of Longview (Port) is a deep-draft, full-service port operating in Washington on the Columbia River approximately 66 miles upstream from the Pacific Ocean. Rail service to the Port is provided primarily via the Port’s industrial Rail Corridor (IRC), which consists of a two-track rail line connecting the Port’s marine terminals to the Class I mainline rail line that runs between Seattle and Portland.

The IRCE Project involves expanding the existing IRC to provide improved rail service to the Port’s marine terminals. The IRCE Project includes construction of a six-track rail embankment adjacent to the current two-track rail corridor; lengthening of the existing two tracks by 1,000 feet for a total of 8,500 feet; and constructing two new 8,500-foot rail tracks. Construction includes new stormwater conveyance and treatment facilities, track operation systems, lighting, utility improvements, and rail crew support facilities.

Federal funding awarded to the Port for the IRCE Project includes a DOT grant under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program and congressionally directed Fiscal Year 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) program funds. The Port has also been awarded a Federal Highway Administration grant under the National Highway Freight Program (NHFP). The Maritime Administration (MARAD) is administering the RAISE and NHFP grants, which will be used to fund engineering design and construction of the IRCE Project. FRA is administering the CRISI grant, which will be used for property acquisition to support the IRCE Project.

In 2023, the Port, in coordination with MARAD, prepared an Environmental Assessment (EA) for the IRCE Project to evaluate potential impacts to the human and natural environment, in accordance with NEPA. MARAD was the lead Federal agency for the oversight of the

NEPA process. FRA was a cooperating agency in the development of the EA. MARAD issued a Finding of No Significant Impact (FONSI) for the Project’s EA on October 31, 2023. FRA adopted MARAD’s EA and approved its own FONSI for the Project on November 3, 2023.

Authority: 49 U.S.C. 24201(a)(4) and 23 U.S.C. 139(l)(1).

Issued in Washington, DC.
Marlys Ann Osterhues,
Director, Environmental Program Management.

[FR Doc. 2024–08132 Filed 4–16–24; 8:45 am]
BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FY 2024 Competitive Funding Opportunity: Passenger Ferry Grant Program, Electric or Low-Emitting Ferry Pilot Program, and Ferry Service for Rural Communities Program

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of funding opportunity (NOFO).

SUMMARY: The Federal Transit Administration (FTA) announces the opportunity to apply for \$316 million in competitive grants under the Fiscal Year (FY) 2024 Passenger Ferry Grant Program (Passenger Ferry Program), Electric or Low-Emitting Ferry Pilot Program (Low-No Ferry Program), and

Ferry Service for Rural Communities Program (Rural Ferry Program). Of the amount being made available, \$51 million is for the Passenger Ferry Program, \$49 million for the Low-No Ferry Program, and \$216 million is for the Rural Ferry Program. FTA may award additional funding made available to the program prior to the announcement of project selections.

DATES: Complete proposals must be submitted electronically through the *GRANTS.GOV* “APPLY” function by 11:59 p.m. eastern time June 17, 2024. Prospective applicants should initiate the process by promptly registering on the *GRANTS.GOV* website to ensure completion of the application process before the submission deadline.

ADDRESSES: Instructions for applying can be found on FTA’s website at <https://www.transit.dot.gov/howtoapply> and in the “FIND” module of *GRANTS.GOV*. The funding opportunity ID for the Passenger Ferry Program is FTA–2024–007–TPM–PassFerry, the funding opportunity ID for the Low-No Ferry Program is FTA–2024–008–TPM–FERRYPILOT, and the funding opportunity ID for the Rural Ferry Program is FTA–2024–009–TPM–RuralFerry. Mail and fax submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: *FTAFerryPrograms@dot.gov* or Vanessa Williams, FTA Office of Program Management, (202) 366–4818, or Sarah Clements, FTA Office of Program Management, (202) 366–3062.

SUPPLEMENTARY INFORMATION:

SUMMARY OVERVIEW OF KEY INFORMATION—PASSENGER FERRY GRANT PROGRAM (PASSENGER FERRY PROGRAM), ELECTRIC OR LOW-EMITTING FERRY PILOT PROGRAM (LOW-NO FERRY PROGRAM), AND FERRY SERVICE FOR RURAL COMMUNITIES PROGRAM (RURAL FERRY PROGRAM)

Issuing Agency	Federal Transit Administration, U.S. Department of Transportation.
Program Overview	The <i>Passenger Ferry Program</i> provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment. The <i>Low-No Ferry Program</i> provides funding for projects that support the purchase of electric or low-emitting ferries and the electrification of or other reduction of emissions from existing ferries. The <i>Rural Ferry Program</i> provides funding for capital, operating, and planning expenses for ferry service to rural areas.
Eligible Applicants	<i>Passenger Ferry Program:</i> designated and direct recipients of section 5307 funding and public entities engaged in providing public transportation passenger ferry service in urban areas that are eligible to be direct recipients. <i>Low-No Ferry Program:</i> any eligible recipient of section 5307 or section 5311 funding. <i>Rural Ferry Program:</i> States and U.S. territories in which eligible service is operated.
Eligible Project Types	<i>Passenger Ferry Program:</i> Capital projects for the purchase, construction, replacement, or rehabilitation of ferries, terminals, related infrastructure and related equipment (including electric or low-emitting ferry vessels and related infrastructure). <i>Low-No Ferry Program:</i> Capital projects for the purchase of electric or low-emitting ferry vessels and related infrastructure. <i>Rural Ferry Program:</i> Capital, operating or planning projects for rural ferry service.
Funding	<i>Passenger Ferry Program:</i> \$51 million. <i>Low-No Ferry Program:</i> \$49 million. <i>Rural Ferry Program:</i> \$216 million. Total: \$316 million.
Deadline	Applications due by 11:59 p.m. eastern time June 17, 2024.