

ask questions about it. Interested parties who wish to participate in the industry day meeting will need to register and can access information on how to register on the web page where the draft EB is posted.

The FAA is seeking public comments on the draft EB 105A for Vertiport Design to help inform the development of the final EB update. The draft EB will be available starting Friday, September 20, 2024, on the FAA website at: https://www.faa.gov/airports/engineering/engineering_briefs/drafts/.

Members of the public should use the comment matrix provided with the draft EB to submit comments. Completed comment matrices should be submitted to the email address listed in the **ADDRESSES** section. The FAA will not accept comments during the industry day meeting.

The FAA would like to publish a final EB 105A for Vertiport Design later this year, following the adjudication of comments received during this public comment period. The FAA intends to publish a new Advisory Circular (AC) on Vertiport Design in 2025 to provide additional guidance in this area. Once the FAA issues a new AC, the agency will cancel EB 105A.

Dated: September 10, 2024.

Keri L. Lyons,

Manager, Office of Airports Emerging Entrants Division.

[FR Doc. 2024-20915 Filed 9-13-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Transportation Project in Florida

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of limitation on claims for judicial review of actions.

SUMMARY: The FHWA, on behalf of the FDOT, is issuing this notice to announce actions taken by FDOT and other Federal agencies that are final agency actions. These actions relate to the proposed Interstate 75 (I-75) Improvements Project Development and Environment (PD&E) Study (Financial Management Number 452074-2). The proposed I-75 Improvements project will reduce congestion and improve reliability on I-75 from south of State Road (S.R.) 44 to S.R. 200, a distance of approximately 22.5 miles. Improvements consist of adding auxiliary lanes between interchanges,

bridge overpass replacement and widening, and the construction of stormwater management facilities. These actions grant licenses, permits, or approvals for the project.

DATES: By this notice, the FHWA, on behalf of FDOT, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal Agency actions on the listed highway project will be barred unless the claim is filed on or before February 13, 2025. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

ADDRESSES: The Finding of No Significant Impact and additional project documents can be viewed and downloaded from the project website at: <https://www.cflroads.com/project/452074-2>, or by contacting FDOT Office of Environmental Management, 605 Suwannee Street, MS 37, Tallahassee, Florida 32399, during normal business hours are 8:00 a.m. to 5:00 p.m. (Eastern Standard Time), Monday through Friday, except State holidays.

FOR FURTHER INFORMATION CONTACT:

Jennifer Marshall, P.E., Director, FDOT Office of Environmental Management, FDOT; telephone (850) 414-4316; email: Jennifer.Marshall@dot.state.fl.us.

SUPPLEMENTARY INFORMATION: Effective December 14, 2016, and as subsequently renewed on May 26, 2022, the FHWA assigned, and the FDOT assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that FDOT and other Federal agencies have taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, or approvals for the proposed highway improvement project. The actions by FDOT and other Federal agencies on the project, and the laws under which such actions were taken are described in the Finding of No Significant Impact approved on August 28, 2024, and in other project records for the listed project. The Finding of No Significant Impact and other documents for the listed project are available by contacting FDOT at the address provided above. The project subject to this notice is:

Project Location: The project is located in Marion and Sumter County, Florida, and partially within the City of Ocala. The project limits are I-75 from south of S.R. 44 to S.R. 200, a distance of approximately 22.5 miles.

Project Actions: This notice applies to the Finding of No Significant Impact and all other Federal agency licenses, permits, or approvals for 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:

1. *General:* National Environmental Policy Act (NEPA) [42 U.S.C. 4321 *et seq.*]; Federal-Aid Highway Act (FAHA) [23 U.S.C. 109 and 23 U.S.C. 128]; 23 CFR part 771.

2. *Air:* Clean Air Act (CAA) [42 U.S.C. 7401-7671(q)], with the exception of project level conformity determinations [42 U.S.C. 7506].

3. *Noise:* Noise Control Act of 1972 [42 U.S.C. 4901-4918]; 23 CFR 772.

4. *Land:* Section 4(f) of the Department of Transportation Act of 1966 [23 U.S.C. 138 and 49 U.S.C. 303]; 23 CFR part 774; Land and Water Conservation Fund (LWCF) [54 U.S.C. 200302-200310].

5. *Wildlife:* Endangered Species Act (ESA) [16 U.S.C. 1531-1544 and 1536]; Marine Mammal Protection Act [16 U.S.C. 1361-1423h], Anadromous Fish Conservation Act [16 U.S.C. 757(a)-757(f)]; Fish and Wildlife Coordination Act [16 U.S.C. 661-667(d)]; Migratory Bird Treaty Act (MBTA) [16 U.S.C. 703-712]; Magnuson-Stevenson Fishery Conservation and Management Act of 1976, as amended [16 U.S.C. 1801-1891d], with Essential Fish Habitat requirements [16 U.S.C. 1855(b)(2)].

6. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [54 U.S.C. 3006101 *et seq.*]; Archaeological Resources Protection Act of 1979 (ARPA) [16 U.S.C. 470(aa)-470(II)]; Preservation of Historical and Archaeological Data [54 U.S.C. 312501-312508]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001-3013; 18 U.S.C. 1170].

7. *Social and Economic:* Civil Rights Act of 1964 [42 U.S.C. 2000 d-2000d-1]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201-4209].

8. *Wetlands and Water Resources:* Clean Water Act (section 319, section 401, section 404) [33 U.S.C. 1251-1387]; Coastal Barriers Resources Act (CBRA) [16 U.S.C. 3501-3510]; Coastal Zone Management Act (CZMA) [16 U.S.C. 1451-1466]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300f-300j-26]; Rivers and Harbors Act of 1899 [33 U.S.C. 401-406]; Wild and Scenic Rivers Act [16 U.S.C. 1271-1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; Wetlands Mitigation, [23 U.S.C. 119(g) and 133(b)(3)]; Flood Disaster Protection Act [42 U.S.C. 4001-4130].

9. *Hazardous Materials*: Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) [42 U.S.C. 9601–9675]; Superfund Amendments and Reauthorization Act of 1986 (SARA); Resource Conservation and Recovery Act (RCRA) [42 U.S.C. 6901–6992(k)].

10. *Executive Orders*: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(l)(1).

Issued on: September 11, 2024.

Karen M. Brunelle,

Director, Office of Project Development, Federal Highway Administration, Tallahassee, Florida.

[FR Doc. 2024–20989 Filed 9–13–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2023–0244]

Hours of Service: Denial of Application for Exemption; Arbert Ibraimi

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of final disposition; denial of application for exemption.

SUMMARY: FMCSA announces its decision to deny the application of Mr. Arbert Ibraimi on behalf of GTLM Transport Inc. (GTLM), requesting an exemption from the requirement to use an electronic logging device (ELD) for maintaining driver records of duty status (RODS). FMCSA evaluated the application and public comments and determined that GTLM did not sufficiently demonstrate how its commercial motor vehicle (CMV) operations would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved in the absence of the exemption.

FOR FURTHER INFORMATION CONTACT: Ms. Bernadette Walker, FMCSA Driver, and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; 202–385–2415; bernadette.walker@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view comments, go to www.regulations.gov, insert the docket number “FMCSA–2023–0244” in the keyword box, and click “Search.” Next, sort the results by “Posted (Newer—Older),” choose the first notice listed, click “Browse Comments.”

To view documents mentioned in this notice as being available in their the docket, go to www.regulations.gov, insert docket number “FMCSA–2023–0244” in the keyword box, click “Search,” and choose the document to review.

If you do not have access to the internet, you may view the docket by visiting Docket Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Docket Operations.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant’s safety analysis. The Agency must provide an opportunity for public comment on the request.

The Agency reviews safety analyses and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved by the current regulation (49 CFR 381.305(a)). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision from which the applicant will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR

381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)).

III. Background

Current Regulation(s) Requirements

With limited exceptions, the HOS regulation at 49 CFR 395.8(a)(1)(i) requires motor carriers operating CMVs to install and require each of its drivers to use an ELD to record the driver’s duty status.

Applicant’s Request

GTLM requested a one-year exemption from the ELD requirement in 49 CFR 395.8(a)(1)(i). The applicant stated that it is a new business, operating a single CMV as an owner-operator, and has limited funds to support the purchase of an ELD. The applicant stated that it would use the funds saved from not purchasing and installing an ELD, to monitor the safety of operations and to incorporate safety management controls into its operation.

Applicant’s Method To Ensure an Equivalent or Greater Level of Safety

GTLM stated that an equivalent or greater level of safety will be achieved under the exemption because, since the carrier is owner-operated, “the operational safety impact will be virtually identical and manageable.” GTLM also stated that funds that would be used to purchase and install an ELD could be invested in a safety management control system from which the company would benefit more in its initial stages (e.g., training on current safety topics.)

IV. Public Comments

On March 1, 2024, FMCSA published a notice of GTLM’s application and requested public comments (89 FR 15258). The agency received a total of 122 comments: 62 in support, 32 in opposition, and 28 taking no position either for or against granting the exemption. Of the 62 comments in support of granting the exemption, five were from trucking companies. Commenters who supported granting the exemption expressed general opposition to ELDs. They stated that ELDs are too expensive, and they create a stressful environment for drivers who feel pressured to arrive at their destinations before running out of hours. Some commenters also stated that ELDs have made CMV operations less safe because they cause drivers to rush. Jimmy Haynes stated, “After 35 years of driving the elds are making drivers take unnecessary risks to maximize time. Instead of being able to take naps or breaks when needed the elds make you push through to