

the survey as a performance measurement tool.

Respondents: 495,972 applicants (from January 1, 2021, to December 31, 2023) had the opportunity to complete a survey. This gives us a 3-year average of 165,324 applicants per year. We estimate that it takes 3 minutes to complete one survey. Our data indicates that 11.14% of applicants (18,424 averaged for 3 years) completed surveys during this timeframe.

Frequency: On occasion/as interested.

Estimated Average Burden per

Response: Three (3) minutes per person.

Estimated Total Annual Burden:

18,424 respondents × 0.05 (3/60) = 921.

Issued in New Cumberland, PA on November 6, 2024.

Erik L. Chuba,

IT Project Manager, Office of Information and Technology (AIT), Enterprise Program Management Services (EPMS), AEM-320, Business Management Portfolio, Branch B.

[FR Doc. 2024-26386 Filed 11-13-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2013-0442]

Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders; Correction

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

ACTION: Notice of correction; reopening of comment period.

SUMMARY: FMCSA corrects its August 7, 2024, notice requesting comments on its decision to renew exemptions for seven individuals from the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that interstate commercial motor vehicle (CMV) drivers have “no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV” to correctly list the docket number that one individual was included in. The exemptions enable these individuals who have had one or more seizures and are taking anti-seizure medication to continue to operate CMVs in interstate commerce. The Agency also reopens the public comment period for that notice.

DATES: The comment period for the notice published August 7, 2024, at 89 FR 64532, is reopened. Comments must be received on or before December 16, 2024.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Room W64-224, Washington, DC 20590-0001, (202) 366-4001, *fmcsamedical@dot.gov*. Office hours are from 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions regarding viewing materials in the docket, contact Dockets Operations, (202) 366-9826.

SUPPLEMENTARY INFORMATION: On August 7, 2024, FMCSA published a notice of renewal of exemptions (89 FR 64532), which FMCSA announced its decision to renew exemptions for seven individuals from the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that interstate commercial motor vehicle (CMV) drivers have “no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV.” The notice inadvertently published the incorrect docket number for the renewal applicant, Raymond Lobo (NJ). Through this notice, FMCSA corrects the August 7, 2024, notice of renewal of exemptions by correctly indicating the complete docket number.¹

In FR Doc. 2024-17422, starting on page 64532 in the **Federal Register** of August 7, 2024, “FMCSA-2013-044” is corrected to read “FMCSA-2013-0442” wherever it appears in the document.

FMCSA corrects the notice and reopens the comment period to ensure that interested parties have sufficient time to review and comment on the renewal of exemptions.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2024-26388 Filed 11-13-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA-2024-0009]

Notice of Buy America Waiver for Turnout Switch Components for Detroit People Mover

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

ACTION: Notice of Buy America waiver.

SUMMARY: This notice provides information regarding FTA’s finding

¹ The published version of the original notice is included in the docket for this correction.

that it is appropriate to grant a Buy America nonavailability waiver to the Detroit Transportation Corporation (DTC) for the procurement of special trackwork turnout switch components needed for the DTC’s People Mover that are not manufactured in the United States. Specifically, this waiver covers one pair of EN60E1A1 switch point rails and all appurtenances associated with its installation.

DATES: The waiver is applicable November 14, 2024.

FOR FURTHER INFORMATION CONTACT: Jason Luebbers, FTA Attorney-Advisor, at (202) 366-8864 or *Jason.Luebbers@dot.gov*.

SUPPLEMENTARY INFORMATION:

Background

With certain exceptions, FTA’s Buy America requirements prevent FTA from obligating an amount that may be appropriated to carry out its program for a project unless “the steel, iron, and manufactured goods used in the project are produced in the United States.” 49 U.S.C. 5323(j)(1). A manufactured product is considered produced in the United States if (1) all of the manufacturing processes for the product take place in the United States and (2) all of the components of the product are of U.S. origin. A component is considered of U.S. origin if it is manufactured in the United States, regardless of the origin of its subcomponents. 49 CFR 661.5(d).

FTA may waive Buy America requirements for a product if, among other reasons, a compliant version of the product is not produced in a sufficient and reasonably available amount or is not of satisfactory quality. 49 U.S.C. 5323(j)(2)(B). FTA cannot deny a request for a nonavailability waiver unless it can provide the waiver applicant with a written certification that the item is produced in the United States in a sufficient and reasonably available amount; the item produced in the United States is of a satisfactory quality; and includes a list of known manufacturers in the United States from which the item can be obtained. 49 U.S.C. 5323(j)(6).

DTC is the owner and operator of the Detroit People Mover, which is the largest municipal rail system in Michigan. It is an automated light rail system that operates twelve rail cars on an elevated single track in a 2.9-mile loop with thirteen passenger stations in Detroit’s central business district.

The existing switches were installed as original equipment in 1987 and designed to European standards, using AREMA 115RE rail throughout the