

Agency to terminate the exemption. If comments are received to the public docket, FMCSA will publish a second **Federal Register** notice affirming or revoking the renewal. The exemption from the requirements of 49 CFR 395.3(a)(1) (the 10-hour off-duty rule) and (a)(2) (the “14-hour rule”) is otherwise effective beginning April 17, 2024, through April 16, 2029, 11:59 p.m. local time, unless previously revoked.

#### B. Applicability of Exemption

During the exemption period, WestRock’s shipping department employees and occasional substitute CDL holders who transport paper mill products between the shipping and receiving locations along the designated route on Compress Street in Chattanooga, TN, may work up to 16 consecutive hours in a duty period and return to work with a minimum of at least 8 hours off duty when necessary.

#### C. Terms and Conditions

The exemption is restricted to shipping department employees and occasional substitute CDL holders employed by WestRock who are exclusively assigned to a specific route. This specific route is entirely on Compress Street, between WestRock’s shipping and receiving departments, measuring approximately 275 feet in one direction.

#### D. Preemption

In accordance with 49 U.S.C. 31315(d), as implemented by 49 CFR 381.600, during the period this exemption is in effect, no State shall enforce any law or regulation that conflicts with or is inconsistent with this exemption with respect to a firm or person operating under the exemption.

#### E. Notification to FMCSA

WestRock must notify FMCSA within 5 business days of any accident (as defined in 49 CFR 390.5), involving any of the motor carrier’s CMVs operating under the terms of this exemption. The notification must include the following information:

- (a) Name of the exemption: “WestRock”;
- (b) Date of the accident;
- (c) City or town, and State, in which the accident occurred, or which is closest to the accident scene;
- (d) Driver’s name and license number;
- (e) Vehicle number and State license number;
- (f) Number of individuals suffering physical injury;
- (g) Number of fatalities;
- (h) The police-reported cause of the accident;

(i) Whether the driver was cited for violation of any traffic laws, motor carrier safety regulations; and

(j) The driver’s total driving time and total on-duty time prior to the accident.

Reports filed under this provision shall be emailed to [MCPSD@DOT.GOV](mailto:MCPSD@DOT.GOV).

#### F. Termination

FMCSA does not believe the drivers covered by this exemption will experience any deterioration of their safety record. The exemption will be rescinded if: (1) WestRock and drivers operating under the exemption fail 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 objects of 49 U.S.C. 31136(e) and 31315(b).

#### VI. Request for Comments

FMCSA requests public comment from all interested persons regarding WestRock’s application for a renewal of the exemption. The Agency will evaluate any adverse evidence submitted and, if it determines safety is being compromised or if continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315(b), FMCSA may take immediate steps to revoke or modify the exemption.

**Robin Hutcheson,**

*Administrator.*

[FR Doc. 2024-00939 Filed 1-18-24; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Preparation of an Environmental Impact Statement for the Austin Light Rail Project in Austin, Texas

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of intent to prepare an environmental impact statement.

**SUMMARY:** The Federal Transit Administration (FTA), as lead Federal agency, and the Austin Transit Partnership (ATP), as local project sponsor and joint lead agency (collectively, the Agencies), issue this notice to advise the public that they intend to prepare an environmental impact statement (EIS) for Phase 1 of the Austin Light Rail Project (the Project) in Austin, Texas (City) pursuant to the National Environmental Policy Act (NEPA). The Project is a proposed 9.8-

mile light rail transit (LRT) branched line, including 15 stations, from points north, south, and east of downtown Austin, as well as an operations and maintenance facility (OMF), maintenance of way (MOW) shops, and associated LRT equipment storage functions. FTA has determined that the Project is sufficiently developed to allow for meaningful public comment and requires an EIS.

**DATES:** Comments related to the NEPA review of the Project must be received on or before March 4, 2024.

**ADDRESSES:** Comments on the scope of the EIS should be sent to: Austin Transit Partnership, 203 Colorado St., Austin, TX 78701 or via email at [input@atptx.org](mailto:input@atptx.org).

**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](mailto:terence.plaskon@dot.gov). For ATP: Mr. Deron Lozano, Austin Transit Partnership, 203 Colorado Street, Austin, TX 78701, at (512) 923-3257 or [deron.lozano@atptx.org](mailto:deron.lozano@atptx.org).

**SUPPLEMENTARY INFORMATION:** The Agencies will prepare the EIS in accordance with NEPA and its implementing regulations. The EIS will evaluate two alternatives: a No Build Alternative and a Build Alternative. After circulation of the draft EIS (DEIS) and consideration of comments received, FTA intends to issue a combined final EIS (FEIS)/Record of Decision (ROD) document pursuant to 23 U.S.C. 139(n)(2), unless statutory criteria preclude issuance of a combined document (*i.e.*, the FEIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns or there is a significant new circumstance or information relevant to environmental concerns that affect the proposed action or its impacts). FTA is currently evaluating the Project’s eligibility for discretionary Federal funding under FTA’s Capital Investment Grants program.

#### I. Purpose and Need for the Proposed Action

The Project is part of the Project Connect Long-Term Vision Plan (Project Connect). Project Connect includes high-capacity transit (HCT) corridors and is an integral part of the Austin Strategic Mobility Plan that was approved by the Austin City Council in 2019. In 2020, the Capital Area Metropolitan Planning Organization adopted its 2045 Regional Transportation Plan which included

HCT corridors as priority transit capital investments. On November 3, 2020, City of Austin voters approved a ballot measure (Proposition A) to increase the City's property tax rate to provide a dedicated local funding source for Project Connect, including LRT. ATP, an independent local government corporation, is responsible for the financing, design, and construction of the Project. Respective obligations and roles related to operation and maintenance of the Project, including future funding obligations of ATP, will be detailed in a binding implementation agreement between ATP, the City, and the Capital Metropolitan Transportation Authority (CapMetro), the local transportation authority.

In 2020, FTA and CapMetro completed two Planning and Environmental Linkages (PEL) studies following Federal guidance that documented the alternatives analysis, the purpose and needs, and public outreach which led to the selection of a locally preferred alternative for an LRT system. The PEL process resulted in broad public support of the purpose and needs and the alternatives analysis. However, as the initial environmental review process unfolded and design work for LRT advanced, the estimated project construction costs increased. The primary cost drivers were increasing real estate costs, inflation, supply chain cost escalations, and desired scope refinements. Due to this material change in circumstances, it became clear the LRT alignment and design warranted adjustment to ensure ATP could deliver a project that was fiscally feasible and responsive to the needs of the public. In July 2022, taking the original PEL studies and cost escalation factors into account, ATP commenced community-driven planning efforts to develop a viable and affordable alternative LRT implementation plan that addresses the purpose and need of providing quality and reliable HCT to the Austin metropolitan area. On June 6, 2023, the City, ATP, and CapMetro unanimously approved the advancement of the Project into the next phase of implementation.

The purpose of the Project is to meet growing corridor travel demand with a reliable, safe, cost-effective, time competitive, sustainable, and equitable LRT system. The lack of transportation options and limited roadway capacity to accommodate growth in central Texas may hinder the continued vitality and economic health of the City and surrounding areas in the future. Inadequate transit access coupled with rising travel demand have resulted in

longer travel times, decreased mobility, and additional travel costs for residents and businesses. The Project is needed to:

- increase transportation network capacity to meet existing travel demand;
- sustainably support the Austin area's population and employment growth;
- improve transit access between affordable housing and jobs; and
- support growth of and connectivity to regional activity centers designated in local land use plans.

## II. Description of Proposed Action and Alternatives

The EIS will evaluate two alternatives: a No Build Alternative and a Build Alternative. The No Build, or No Action, Alternative includes existing and committed improvements to the regional transportation network, not including the Project, that are expected to be operational by 2045. The No Build Alternative is included as a benchmark against which the impacts of the Build Alternative can be compared. The Build Alternative is a 9.8-mile LRT branched line (see the project website at <https://www.atptx.org/about/light-rail/>). Beginning at the intersection of Guadalupe Street and 38th Street, the in-street, LRT-dedicated, double-tracked alignment would extend south past the University of Texas and the Texas State Capitol. At the intersection of Guadalupe and 3rd Streets, the alignment would extend east on 3rd Street, cross Congress Avenue, and connect to Trinity Street. The alignment would continue south on Trinity Street and cross Lady Bird Lake on a new LRT-dedicated bridge. On the south shore of Lady Bird Lake, the alignment would connect to and split on East Riverside Drive, where it would split into two branches. The western branch of the split would cross East Bouldin Creek and extend south on South Congress Avenue with a terminus at the intersection of South Congress Avenue and Oltorf Street. The eastern branch of the split would continue southeast along East Riverside Drive with a terminus just west of SH-71 at the Yellow Jacket station.

An OMF would be located in the vicinity of the US-183/SH-71 interchange near Airport Commerce Drive in a light-industrial use area. The proposed site would include space for administration, operations and maintenance staff, an LRT control center, and light rail vehicle (LRV) maintenance. The OMF would also serve as an LRV storage yard with the capacity to support both LRV operations and fleet storage. The OMF would

include MOW shops and associated LRT equipment storage functions.

## III. Summary of Expected Impacts

The Agencies will evaluate the No Build and Build Alternatives for potential direct, indirect, and cumulative impacts (including benefits) to the natural, built, and social environments. Resources to be evaluated and potential impact areas include, but are not limited to, transportation, land use, socioeconomic and economic development, parklands and recreational facilities, neighborhoods and community facilities, environmental justice, noise and vibration, hazardous materials, ecosystems, water resources, residential and commercial displacements and relocations, historic and archaeological resources, visual quality, vegetation, air quality (including greenhouse gas emissions), and energy. The potential effects of the construction and operation of the Project on these resources will be evaluated for the short-term construction period and long-term operation of each alternative. Measures to avoid, minimize, or mitigate potential adverse impacts will be evaluated and proposed.

## IV. Anticipated Permits and Other Authorizations

The Agencies anticipate that required permits and other authorizations may include:

- U.S. Department of Transportation section 4(f) determination;
- U.S. Department of Interior approval under section 6(f) of the Land and Water Conservation Act;
- U.S. Army Corps of Engineers approval under section 404 of the Clean Water Act and/or section 10 of the River and Harbors Act.
- Memorandum of Agreement with the State Historic Preservation Officer under section 106 of the National Historic Preservation Act; and

## V. Schedule for Decision-Making Process

Below is a tentative schedule of major milestones for the EIS:

- *Scoping Period*: January 19, 2024 to March 4, 2024.
- *DEIS Release, Public Hearing, and DEIS Public Comment Period*: Fall 2024.
- *FEIS/ROD*: Fall 2025.

As noted in the tentative schedule, the Agencies intend to complete the EIS for the Project within two years, measured from the date of the publication of this notice to the date the ROD is signed. The Agencies will accept public comments on the scope of the

EIS at <https://www.atptx.org/> until March 4, 2024. The Environmental Protection Agency will publish a notice of availability of the DEIS in the **Federal Register** and via local media outlets. ATP expects the DEIS will be available for a minimum of 45 days for the public comment period by Fall 2024. The DEIS will be distributed electronically and made available for public and agency review and comment prior to a public hearing. The Agencies will consider substantive comments timely submitted during the public comment period and then anticipate preparing a combined FEIS/ROD by Fall 2025. The FEIS/ROD will identify the NEPA preferred alternative and any necessary mitigation commitments. The Agencies expect that all Federal environmental authorization decisions for the construction of the Project will be completed within a reasonable period following issuance of the FEIS/ROD.

Notices of public meetings, including hearings, have been, and will continue to be, given through a variety of media providing the time and place of the meeting along with other relevant information. Meeting date, time, and location information can be found on the Project website, Meetings and Events page, at <https://www.atptx.org/>. Public meeting locations will comply with the Americans with Disabilities Act. Persons needing special accommodations should contact Ms. Sophie Petkus at [sophie.petkus@atptx.org](mailto:sophie.petkus@atptx.org) or (512) 917-2492.

## VI. Request for Identification of Potential Alternatives, Information, and Analysis

The Agencies invite all State, Tribal, local governments, and the public to comment on potential alternatives, information, impacts, and analyses to be considered in the EIS, as well as any other relevant information, studies, or analyses with respect to the proposed agency action.

**Gail Lyssy,**

*Regional Administrator, FTA Region VI.*

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**BILLING CODE 4910-57-P**

## DEPARTMENT OF THE TREASURY

### Office of the Comptroller of the Currency

### FEDERAL RESERVE SYSTEM

### FEDERAL DEPOSIT INSURANCE CORPORATION

### Proposed Agency Information Collection Activities; Comment Request

**AGENCY:** Office of the Comptroller of the Currency (OCC), Treasury; Board of Governors of the Federal Reserve System (Board); and Federal Deposit Insurance Corporation (FDIC).

**ACTION:** Joint notice and request for comment.

**SUMMARY:** In accordance with the requirements of the Paperwork Reduction Act of 1995 (PRA), the OCC, the Board, and the FDIC (collectively, the “agencies”) may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number. The Federal Financial Institutions Examination Council (FFIEC), of which the agencies are members, has approved the agencies’ publication for public comment of a proposal to revise and extend for three years, the Foreign Branch Report of Condition (FFIEC 030) and the Abbreviated Foreign Branch Report of Condition (FFIEC 030S), which are currently approved collections of information. The agencies are requesting comment on proposed revisions to the FFIEC 030 report that would incorporate new line items from the FR 2502q, Quarterly Report of Assets and Liabilities of Large Foreign Offices of U.S. Banks (OMB Control No. 7100-0079). The revisions are proposed to take effect as of the June 30, 2024, report date. There are no proposed revisions to the FFIEC 030S at this time.

**DATES:** Comments must be submitted on or before March 19, 2024.

**ADDRESSES:** Interested parties are invited to submit written comments to any or all of the agencies. All comments, which should refer to the “FFIEC 030 or FFIEC 030S,” will be shared among the agencies.

**OCC:** You may submit comments, which should refer to “FFIEC 030 or FFIEC 030S,” by any of the following methods:

- **Email:** [prainfo@occ.treas.gov](mailto:prainfo@occ.treas.gov).
- **Mail:** Chief Counsel’s Office,

Attention: Comment Processing, Office of the Comptroller of the Currency,

Attention: 1557-0099, 400 7th Street SW, Suite 3E-218, Washington, DC 20219.

• **Hand Delivery/Courier:** 400 7th Street SW, Suite 3E-218, Washington, DC 20219.

• **Fax:** (571) 293-4835.

**Instructions:** You must include “OCC” as the agency name and “1557-0099” in your comment. In general, the OCC will publish comments on [www.reginfo.gov](http://www.reginfo.gov) without change, including any business or personal information provided, such as name and address information, email addresses, or phone numbers. Comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Following the close of this notice’s 60-day comment period, the OCC will publish a second notice with a 30-day comment period. You may review comments and other related materials that pertain to this information collection beginning on the date of publication of the second notice for this collection by the method set forth in the next bullet.

• **Viewing Comments Electronically:** Go to [www.reginfo.gov](http://www.reginfo.gov). Hover over the “Information Collection Review” tab and click on “Information Collection Review” from the drop-down menu. From the “Currently under Review” drop-down menu, select “Department of Treasury” and then click “submit.” This information collection can be located by searching OMB control number “1557-0099” or “FFIEC 030 or FFIEC 030S.” Upon finding the appropriate information collection, click on the related “ICR Reference Number.” On the next screen, select “View Supporting Statement and Other Documents” and then click on the link to any comment listed at the bottom of the screen.

• For assistance in navigating [www.reginfo.gov](http://www.reginfo.gov), please contact the Regulatory Information Service Center at (202) 482-7340.

**Board:** You may submit comments, which should refer to “FFIEC 030 or FFIEC 030S,” by any of the following methods:

• **Agency Website:** <http://www.federalreserve.gov>. Follow the instructions for submitting comments at: <http://www.federalreserve.gov/generalinfo/foia/ProposedRegs.cfm>.

• **Email:** [regs.comments@federalreserve.gov](mailto:regs.comments@federalreserve.gov). Include “FFIEC 030 or FFIEC 030S” in the subject line of the message.