

exceeding 30 days. That RFA is available in Docket No. FRA–2010–0029.

Interested parties are invited to comment on Amtrak's RFA by submitting written comments or data. During FRA's review of Amtrak's RFA, FRA will consider any comments or data submitted within the timeline specified in this notice and to the extent practicable, without delaying implementation of valuable or necessary modifications to a PTC system. See 49 CFR 236.1021; see also 49 CFR 236.1011(e). Under 49 CFR 236.1021, FRA maintains the authority to approve, approve with conditions, or deny a railroad's RFA at FRA's sole discretion.

Privacy Act Notice

In accordance with 49 CFR 211.3, FRA solicits comments from the public to better inform its decisions. DOT posts these comments, without edit, including any personal information the commenter provides, to <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See <https://www.regulations.gov/privacy-notice> for the privacy notice of www.regulations.gov. To facilitate comment tracking, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. If you wish to provide comments containing proprietary or confidential information, please contact FRA for alternate submission instructions.

Issued in Washington, DC.

Carolyn R. Hayward-Williams,

Director, Office of Railroad Systems and Technology.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA 2024–0011]

Agency Information Collection Activity Under OMB Review: Transit COVID–19 Response Program

AGENCY: Federal Transit Administration, Department of Transportation.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to approve a request for an extension without change to an

existing information collection: Transit COVID–19 Response Program.

DATES: Comments must be submitted before December 23, 2024.

ADDRESSES: To ensure that your comments are not entered more than once into the docket, submit comments identified by the docket number by only one of the following methods:

1. *Website:* <https://www.regulations.gov>. Follow the instructions for submitting comments on the U.S. Government electronic docket site. All electronic submissions must be made to the U.S. Government electronic docket site at <https://www.regulations.gov>. Commenters should follow the directions below for mailed and hand-delivered comments.

2. *Fax:* 202–366–7951.

3. *Mail:* U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M–30, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001.

4. *Hand Delivery:* U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M–30, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: You must include the agency name and docket number for this notice at the beginning of your comments. Submit two copies of your comments if you submit them by mail. For confirmation that FTA has received your comments, include a self-addressed stamped postcard. Note that all comments received, including any personal information, will be posted and will be available to internet users, without change, to <https://www.regulations.gov>. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000, (65 FR 19477), or you may visit <https://www.regulations.gov>.

Docket: For access to the docket to read background documents and comments received, go to <https://www.regulations.gov> at any time. Background documents and comments received may also be viewed at the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M–30, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Stewart Mader, 202–366–9677 or stewart.mader@dot.gov.

SUPPLEMENTARY INFORMATION:

Interested parties are invited to send comments regarding any aspect of this

information collection, including: (1) the necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

Title: Transit COVID–19 Response Program.

OMB Number: 2132–0581.

Background:

In accordance with the Paperwork Reduction Act (PRA) of 1995, the Federal Transit Administration (FTA) is requesting Office of Management and Budget (OMB) 3-year approval of an extension without change for a currently approved collection. FTA began collecting monthly data in April 2021 related to impacts from the coronavirus disease 2019 (COVID–19) on public transportation agencies, including transit workforce counts; transit service levels; counts of COVID–19 positives, fatalities, recoveries, and unvaccinated employees; whether or not a transit agency has implemented the U.S. Centers for Disease Control and Prevention (CDC) Order and Transportation Security Administration (TSA) Security Directive requiring workers and passengers to wear masks; and whether or not the agency used FTA funds to support vaccine access services. FTA used this data to inform FTA's COVID–19 response and recovery actions, including monitoring of safety measures and impacts, development of technical assistance and safety advisories, monitoring use of FTA grant funds to address COVID–19 considerations, and monitoring compliance with Federal requirements. Although the Public Health Emergency for the COVID–19 pandemic ended in May 2023 and the FTA discontinued COVID–19 reporting requirements in September 2022, the FTA is seeking to renew this information collection.

Current Action: Extension of a currently approved collection.

Respondents: Recipients and sub-recipients of FTA funds under the Urbanized Area Formula Funding program or the Formula Grants for Rural Areas program that operate transit systems or pass through funds to sub-recipients that operate transit systems. Recipients of FTA funds under the Enhanced Mobility of Seniors and Individuals with Disabilities program

were requested to provide this information on a voluntary basis.

Estimated Total Annual Respondents: 2,390.

Estimated Annual Burden on Respondents: 28,680.

Frequency: As Needed.

Kusum Dhyani,

Director, Office of Management Planning.

[FR Doc. 2024-24584 Filed 10-23-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Intent To Prepare an Environmental Impact Statement for the Ballard Link Extension Project, King County, Washington

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

ACTION: Notice of intent to prepare an environmental impact statement (EIS).

SUMMARY: The Federal Transit Administration (FTA), as lead Federal agency, and the Central Puget Sound Regional Transit Authority (Sound Transit), as local project sponsor and joint lead agency, issue this notice to advise the public that they intend to prepare an environmental impact statement (EIS) pursuant to the National Environmental Policy Act (NEPA) for the Ballard Link Extension Project (Project) located in the City of Seattle, King County, Washington.

DATES: Comments related to the NEPA review of this project must be received on or before December 9, 2024. FTA will consider comments received after that date to the extent practicable. FTA will consider all comments received during this NEPA scoping period and those previously submitted during the Washington State Environmental Policy Act (SEPA) scoping process. Commenters who previously provided SEPA scoping comments do not need to resubmit those same comments for consideration under NEPA, but may elect to do so.

ADDRESSES: Comments on the scope of the EIS should be directed to: Lauren Swift, Central Corridor Environmental Manager, 401 South Jackson Street, Seattle, WA 98104, by email to: lauren.swift@soundtransit.org, or by phone at 206-398-5301.

FOR FURTHER INFORMATION CONTACT: For FTA: Erin Littauer, erin.littauer@dot.gov, 206-220-7521. For Sound Transit: Lauren Swift, lauren.swift@soundtransit.org, 206-398-5301.

SUPPLEMENTARY INFORMATION: The Project would extend existing light rail service along a 7.7-mile corridor through downtown Seattle, from SODO to Ballard, and include a new 3.3-mile light rail-only tunnel from south of the Chinatown-International District to South Lake Union and Seattle Center/Uptown. Stations would serve the following areas: Chinatown-International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. FTA has created the following "Unique Identification Number" that will be included on all environmental documents for this project: EISX-021-36-R10-1728553542.

FTA, as NEPA Federal lead agency, and Sound Transit, as joint lead agency for NEPA and lead agency under the Washington State Environmental Policy Act (SEPA), issued a Notice of Intent/Scoping Notice in February 2019 and later published a combined NEPA/SEPA Draft EIS in January 2022 that evaluated both the West Seattle Link Extension and the Ballard Link Extension together as a single project: the West Seattle and Ballard Link Extensions Project (WSBLE). The extensions were evaluated together in the WSBLE Draft EIS because of their location, schedule, and review efficiencies for partner agencies.

In July 2022, the Sound Transit Board directed Sound Transit staff to prepare further studies evaluating additional station options and other refinements for the Ballard Link Extension (BLE). Some of these project options and refinements required additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review was conducted for BLE, Sound Transit and FTA decided to move forward under separate environmental reviews for each extension. As described in the WSBLE Draft EIS, the two extensions will operate as separate lines, and the extensions are stand-alone projects with independent utility.

Because the environmental review processes are now separated for the two extensions, Sound Transit is preparing a SEPA Supplemental Draft EIS that evaluates the new station options and refinements for the BLE. FTA has determined that a new NEPA Draft EIS be prepared for the BLE, because it is now being evaluated independently from the West Seattle extension. The NEPA process requires that project scoping be repeated with a 30-day public comment period. Scoping for BLE has been extended with a 45-day

public comment period. The scoping process and Draft EIS for the BLE will build on the analysis completed for the WSBLE Draft EIS.

Comments made during the previous scoping process (February 19 through April 2, 2019) will be carried forward and considered, as will all of the relevant analysis of alternatives and environmental impacts included in the 2022 Draft EIS. At the conclusion of the NEPA scoping process, FTA and Sound Transit anticipate issuing the Draft NEPA EIS and SEPA Supplemental Draft EIS, including the new information and analysis.

FTA has determined that the project will not be evaluated as a major project as defined in 23 U.S.C. 139(a)(7).

I. Purpose and Need for the Project

The purpose of the project is to expand the Sound Transit Link light rail system from SODO to Ballard, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections in order to achieve the following:

- Provide rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the regional transit system plan, Sound Transit 3 Plan (<https://www.soundtransit.org/get-to-know-us/documents-reports/sound-transit-3>).
- Improve regional mobility by increasing connectivity and capacity through Downtown Seattle to meet the projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's *Regional Transit Long-Range Plan* (https://www.soundtransit.org/sites/default/files/documents/2015123_lrpupdate.pdf).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and the region's residents, which include transit-dependent residents, low-income people, and communities of color.
- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multi-modal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Equitable Transit-Oriented Development Policy (<https://www.soundtransit.org/system-expansion/creating-vibrant-stations/transit-oriented-development>) and Sustainability Plan (<https://>