

SURFACE TRANSPORTATION BOARD**[Docket No. FD 36496]****Application of the National Railroad Passenger Corporation Under 49 U.S.C. 24308(e)—CSX Transportation, Inc., and Norfolk Southern Railway Company****AGENCY:** Surface Transportation Board.**ACTION:** Notice of hearing.

SUMMARY: The Board will hold a hearing involving the National Railroad Passenger Corporation (Amtrak), CSX Transportation, Inc. (CSXT), Norfolk Southern Railway Company (NSR), the Alabama State Port Authority and its rail carrier division, the Terminal Railway Alabama State Docks (collectively, the “Port”; and with Amtrak, CSXT, and NSR, the “Parties”), and the City of Mobile, Ala. (Mobile), if Mobile chooses to participate. The hearing will take place on February 14, 2024, at 11 a.m. EST in the hearing room of the Board’s headquarters. The hearing will also be available for public viewing on YouTube.

DATES: The hearing will take place on February 14, 2024, at 11 a.m. EST.

ADDRESSES: The hearing will take place in the hearing room of the Board’s headquarters, located at 395 E Street SW, Washington, DC 20423–0001.

FOR FURTHER INFORMATION CONTACT: Jonathon Binet at (202) 245–0368. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

SUPPLEMENTARY INFORMATION: On March 16, 2021, Amtrak filed an application with the Board, pursuant to 49 U.S.C. 24308(e), seeking an order requiring CSXT and NSR to allow Amtrak to operate additional intercity passenger trains, consisting of two round-trips per day, over the rail lines of CSXT and NSR between New Orleans, La., and Mobile, Ala. Following 11 days of evidentiary hearings in April and May of 2022, the Parties notified the Board on November 21, 2022, that they had reached a settlement and asked the Board to hold the proceeding in abeyance, which the Board did the next day. Subsequently, the Board twice continued to hold the proceeding in abeyance at the Parties’ request as they worked to implement their settlement agreement. The Parties were scheduled to file a status report by February 1, 2024 (February Status Report).

By decision served January 19, 2024, the Board directed the Parties to provide, in the February Status Report, detailed information regarding the status of the implementation of the

settlement agreement and, in particular, to describe any issues that remain outstanding. *See Appl. of the Nat’l R.R. Passenger Corp. Under 49 U.S.C. 24308(e)—CSX Transp., Inc.*, FD 36496, slip op. at 2 (STB served Jan. 19, 2024). The Board also scheduled a hearing with the Parties on February 14, 2024, for the Parties to report more fully on the settlement status and invited Mobile to participate in the hearing. *Id.* The Board noted that additional details on the hearing would be provided in the hearing notice published in the **Federal Register**.

The Parties jointly filed the February Status Report on February 1, 2024. The Board will conduct a hearing to obtain information about the status of the implementation of the settlement agreement.

The hearing will take place on February 14, 2024, at 11 a.m. EST, in the hearing room of the Board’s headquarters, located at 395 E Street SW, Washington, DC 20423–0001. Participation will be limited to the Parties’ counsel and a representative from Mobile, if Mobile chooses to participate. The hearing will be available for public viewing on YouTube. If at any point it is necessary to discuss confidential and/or highly confidential information, all those not authorized to view the confidential and/or highly confidential information will be excused from the hearing room.

Instructions for Attendance at Hearing

All persons attending the hearing must use the main entrance to the Board’s headquarters, located at 395 E Street, SW There will be no reserved seating. There is public parking in the building. The two closest Metro stops are Federal Center SW (3rd and D Streets SW, serving the Blue, Orange, and Silver Lines) and L’Enfant Plaza (6th and D Streets SW, serving the Yellow, Green, Blue, Orange, and Silver Lines). Upon arrival, check in at the security desk in the main lobby. Be prepared to produce valid photographic identification (driver’s license or local, state, or federal government identification); sign in at the security desk; submit to an inspection of all briefcases, handbags, etc.; and pass through a metal detector. Persons who exit the building during the hearing will be subject to these security procedures again if they choose to re-enter the building.

Laptops and recorders may be used in the hearing room, and Wi-Fi will be available.¹ Cell phones may be used

¹ The password will be available in the hearing room.

quietly in the corridor outside the hearing room or in the building’s main lobby.

Members of the media should contact Michael Booth in the Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245–1760 if they plan to attend the hearing.

The hearing room complies with the Americans with Disabilities Act, and persons needing such accommodations should call (202) 245–0245 by the close of business on February 12, 2024.

The hearing will be available for public viewing at www.youtube.com/channel/UCgd2FPpKSpQZ57p771aafNg/live. A link to the hearing can also be accessed through the Board’s website at www.stb.gov, under “Quick Links” on the homepage, by clicking on “WATCH LIVE HEARINGS HERE.” If confidential or highly confidential materials are to be presented, all attendees who are not authorized to view the confidential or highly confidential information will be asked to leave the hearing room during the presentation of such information and the YouTube stream of the hearing will be interrupted.

Board Releases and Transcript Availability: Decisions and notices of the Board, including this notice, are available on the Board’s website at www.stb.gov. A recording of the hearing and a transcript will be posted on the Board’s website when they become available.

It is ordered:

1. A hearing is scheduled for February 14, 2024, at 11:00 a.m. EST, in the hearing room of the Board’s headquarters.
2. This decision is effective on its service date.
3. This decision will be published in the **Federal Register**.

Decided: February 6, 2024.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2024–02750 Filed 2–8–24; 8:45 am]

BILLING CODE 4915–01–P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE**Performance Review Board Membership**

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: This notice announces the Office of the United States Trade

Representative (USTR) staff members selected to serve on the Senior Executive Service (SES) and Senior Level (SL) Performance Review Board (PRB). This notice supersedes all previous PRB membership notices.

DATES: The staff members in this notice will begin serving as PRB members on February 9, 2024.

FOR FURTHER INFORMATION CONTACT: Cassie Ender, Human Capital Specialist, Office of Human Capital and Services, at (202) 881-7782 or *Cassie.L.Ender@ustr.eop.gov*.

SUPPLEMENTARY INFORMATION: USTR is required (*see* 5 U.S.C. 4314(c)) to establish a PRB to review and make recommendations to the U.S. Trade Representative for final approval of the performance rating, performance-based pay adjustment, and performance award for each incumbent SES and SL. The following staff members have been selected to serve on USTR's PRB:

Chair: Rachel Howe, Assistant U.S. Trade Representative for ICTIME.

Member: Daniel Lee, Assistant U.S. Trade Representative for Innovation and Intellectual Property.

Member: Daniel Watson, Assistant U.S. Trade Representative for Western Hemisphere Affairs.

Member: Julie Callahan, Assistant U.S. Trade Representative for Agricultural Affairs.

Member: Juan Millan, Assistant U.S. Trade Representative for Monitoring and Investment.

Fred Ames,

Assistant U.S. Trade Representative for Administration, Office of the United States Trade Representative.

[FR Doc. 2024-02714 Filed 2-8-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Compatibility Program for Dane County Regional Airport/Truax Field, Dane County, Wisconsin

AGENCY: Federal Aviation Administration, DOT.

ACTION: Acceptance of Dane County Regional Airport/Truax Field noise exposure map.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure map submitted by Dane County for Dane County Regional Airport/Truax Field is in compliance with applicable statutory and regulatory requirements.

DATES: The effective date of the FAA's determination on the noise exposure map is December 21, 2023.

FOR FURTHER INFORMATION CONTACT: Bobb Beauchamp, 2300 Devon Avenue, Suite 312, Des Plaines, Illinois 60018. 847-294-7364.

SUPPLEMENTARY INFORMATION: The FAA determined the noise exposure map submitted by Dane County for Dane County Regional Airport/Truax Field, is in compliance with applicable statutory and regulatory requirements, effective December 21, 2023. Under title 49, United States Code (U.S.C.) section 47503, an airport operator may submit to the FAA, noise exposure maps depicting non-compatible uses as of the date such map is submitted, a description of estimated aircraft operations during a forecast period that is at least five years in the future and how those operations will affect the map. A noise exposure map must be prepared in accordance with title 14, Code of Federal Regulations (CFR) part 150, the regulations promulgated pursuant to 49 U.S.C. 47502 and developed in consultation with public agencies and planning authorities in the area surrounding the airport, State and Federal agencies, interested and affected parties in the local community, and aeronautical users of the airport. In addition, an airport operator that submitted a noise exposure map, which the FAA determined is compliant with statutory and regulatory requirements, may submit a noise compatibility program for FAA approval that sets forth measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA completed its review of the noise exposure map and supporting documentation submitted by Dane County and determined the noise exposure map and accompanying documentation are in compliance with applicable requirements. The documentation that constitutes the Noise Exposure Map includes: Table ES-1-1 Existing (2022) and Forecast (2027) Land Use Compatibility; Table ES-1-2 Existing (2022) and Forecast (2027) Noise Sensitive Sites; Figure ES-1 Existing Condition (2022) Noise Exposure Map; Figure ES-2 Future Conditions (2027) Noise Exposure Map; Figure 3-1 Existing Land Use; Table 5-1 Runway Specifications; Table 5-2 Operation Counts by Tower Category; Table 5-3 Modeled 2022 Annual Itinerant Operations; Table 5-4 Modeled 2022 Annual Local Operations; Table 5-5 Modeled 2027 Annual Itinerant Operations; Table 5-6 Modeled 2027 Annual Local Operations; Figure 5-2 AEDT Runway Use; Figure 5-3 NMAP

Runway Use; Table 5-7 Runway Utilization for Fixed-Wing Aircraft; Table 5-8 AEDT-Modeled Itinerant Jet Model Track Utilization; Table 5-9 Military NMAP-Modeled Itinerant Fixed-Wing Model Track Utilization; Table 5-10 AEDT-Modeled Itinerant Non-Jet Fixed-Wing Model Track Utilization; Table 5-11 AEDT-Modeled Local Fixed-Wing Model Track Utilization; Table 5-12 NMAP-Modeled Local Military Model Track Utilization; Table 5-13 AEDT-Modeled Itinerant Civilian Helicopter Model Track Utilization; Table 5-14 NMAP-Modeled Military Itinerant Helicopter Model Track Utilization; Figure 5-4 AEDT-Modeled Fixed-Wing Arrival Flight Tracks; Figure 5-5 AEDT-Modeled Fixed-Wing Departure Flight Tracks; Figure 5-6 AEDT-Modeled Fixed-Wing Circuit Flight Tracks; Figure 5-7 NMAP-Modeled Fixed-Wing Arrival Flight Tracks; Figure 5-8 NMAP-Modeled Fixed-Wing Departure Flight Tracks; Figure 5-9 NMAP-Modeled Fixed-Wing Circuit Flight Tracks; Figure 5-10 AEDT-Modeled Helicopter Arrival Flight Tracks; Figure 5-11 AEDT-Modeled Helicopter Departure Flight Tracks; Figure 5-12 NMAP-Modeled Helicopter Arrival Flight Tracks; Figure 5-13 NMAP-Modeled Helicopter Departure Flight Tracks; Figure 5-14 NMAP-Modeled Helicopter Circuit Flight Tracks; Table 5-15 Modeled Engine Runup Activity for the Wisconsin Air and Army National Guard; Figure 5-15 Modeled Engine Runup Locations for the Wisconsin Air and Army National Guard; Figure 6-1 Existing Condition (2022) Noise Exposure Map; Figure 6-2 Future Condition (2027) Noise Exposure Map; Figure 6-3 Comparison of Existing Condition (2022) and Future Condition (2027) Noise Exposure Map; Table 6-1 Existing 2022 and Forecast 2027 Land Use Compatibility; Table 6-2 Existing 2022 and Forecast 2027 Noise Sensitive Sites; Figure 6-4 Comparison of Existing Condition (2022) and Future Condition (2027) Enlarged Insets of Figure 6-3 required by 14 CFR 150.101 and 49 U.S.C 47503 and 47506. This determination is effective on December 21, 2023. FAA's determination on an airport's noise exposure map is limited to a finding that the noise exposure map was developed in accordance with the 49 U.S.C 47503 and 47506 and procedures contained in 14 CFR part 150, appendix A. FAA's acceptance of an NEM does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If