

- socioeconomic impacts and environmental justice.

The EIS will include discussion and review of any proposed natural gas pipeline(s) that would be a necessary component of a new proposed CC or CT plants under Alternatives A or B. Currently under Alternative A, TVA is considering replacing generation at the CUF location which would require an approximate 30 mile natural gas pipeline to bring gas supply to the CUF reservation. Under Alternative B, since TVA is considering replacement generation at locations with existing transmission infrastructure and an adequate supply of natural gas, no further pipeline construction would be needed other than the lateral lines necessary to make the connection to the facility itself. The construction of the natural gas pipeline(s) would likely be subject to Federal Energy Regulatory Commission (FERC) jurisdiction and additional review will be undertaken by FERC in accordance with its own NEPA procedures. The proposed action may also require issuance of an Individual or Nationwide Permit under Section 404 of the Clean Water Act; Section 401 Water Quality Certification; conformance with Executive Orders on Environmental Justice (12898), Wetlands (11990), Floodplain Management (11988), Migratory Birds (13186), and Invasive Species (13112); and compliance with Section 106 of the National Historic Preservation Act, Section 7 of the Endangered Species Act, and other applicable Local, Federal and State regulations.

### Scoping Process

Scoping, which is integral to the process for implementing NEPA, provides an early and open process to ensure that (1) issues are identified early and properly studied; (2) issues of little significance do not consume substantial time and effort; (3) the draft EIS is thorough and balanced; and (4) delays caused by an inadequate EIS are avoided.

TVA invites members of the public as well as Federal, state, and local agencies and federally recognized Indian tribes to comment on the scope of the EIS. Information about this project is available on the TVA web page at [www.tva.com/nepa](http://www.tva.com/nepa), including a link to a virtual public meeting room and an online public comment page. Comments on the scope of this EIS should be submitted no later than the date given under the **DATES** section of this notice. Any comments received, including names and addresses, will become part of the administrative record and will be available for public inspection.

After consideration of the comments received during this scoping period, TVA will summarize public and agency comments, identify the issues and alternatives to be addressed in the draft EIS, and identify the schedule for completing the EIS process. Following analysis of the issues, TVA will prepare a draft EIS for public review and comment. Notice of availability of the draft EIS will be published by the U.S. Environmental Protection Agency in the **Federal Register**. TVA will solicit written comments on the draft EIS and also hold a public open house, which may be virtual, for this purpose. TVA expects to release the draft EIS in Spring of 2022. TVA anticipates issuing the final EIS in Fall of 2022 and a record of decision at least 30 days after its release.

**Rebecca Tolene,**

*Vice President, Environment.*

[FR Doc. 2021-09945 Filed 5-10-21; 8:45 am]

**BILLING CODE 8120-08-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Opportunity for Public Comment on Release and Sale of Land Acquired With Airport Improvement Program (AIP) Assistance at Evergreen Municipal Airport, Evergreen, Alabama

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Request for public comments.

**SUMMARY:** Notice is being given that the FAA is considering a request from the City of Evergreen, Alabama to sell 1.76± acres of airport property, previously purchased through an AIP grant for the runway protection zone, to be used by the state highway department as right-of-way for the widening of US Highway 84.

**DATES:** Comments must be received on or before June 10, 2021.

**ADDRESSES:** Comments on this notice may be mailed or delivered in triplicate to the FAA to the following address: Jackson Airports District Office Attn: Graham Coffelt, Program Manager, 100 West Cross Street, Suite B Jackson, MS 39208-2307.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to City of Evergreen, Alabama, Attn: Honorable Stanley B. Stallworth, Mayor, City of Evergreen, 355 East Front Street, Evergreen AL 36401.

**FOR FURTHER INFORMATION CONTACT:** Graham Coffelt, Program Manager, Jackson Airports District Office, 100

West Cross Street, Suite B, Jackson, MS 39208-2307, (601) 664-9886. The land release request may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA is reviewing a request by the City of Evergreen Alabama to release approximately 1.76 acres, more or less of airport property at Evergreen Municipal Airport (GZH) under the provisions of Title 49, U.S.C. Section 47107(h)(2). The sale of the subject property will result in the land at GZH being released from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances. The FAA determined that the request to release property at GZH submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice. The 1.76 acres of property is located within the runway protection zone and the FAA has concurred that the sponsor has done a sufficient level of analysis per guidance on land use in the runway protection zone. A deed restriction or easement for obstruction clearing will remain on the 1.76 acres. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project at GZH.

**Rans D. Black,**

*Manager, Jackson Airports District Office, Southern Region.*

[FR Doc. 2021-09952 Filed 5-10-21; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Heber Valley Corridor, Wasatch County, Utah

**AGENCY:** Federal Highway Administration (FHWA), U.S. Department of Transportation (USDOT).

**ACTION:** Notice of intent to prepare an Environmental Impact Statement (EIS).

**SUMMARY:** FHWA, on behalf of the Utah Department of Transportation (UDOT), is issuing this notice to advise the public that an EIS will be prepared for proposed transportation improvements in the Heber Valley in Wasatch County, Utah.

**FOR FURTHER INFORMATION CONTACT:**

Naomi Kisen, Environmental Program Manager, UDOT Environmental Services Division, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, Utah 84114-8450; telephone: (801) 965-4005; email: [nkisen@utah.gov](mailto:nkisen@utah.gov). Craig Hancock, PE, Heber Valley Corridor Project Manager, UDOT Region Three, 658 North 1500 West, Orem, UT 84057; telephone: (801) 227-8034; email: [chancock@utah.gov](mailto:chancock@utah.gov).

**SUPPLEMENTARY INFORMATION:** The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT. UDOT, as the assigned National Environmental Policy Act (NEPA) agency, will prepare an EIS to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40 in Wasatch County, Utah. The proposed project study area is centered on U.S. 40 from State Route (S.R.) 32 to the intersection with U.S. 189. The study area expands to include about 1.5 miles west of U.S. 40, 1.5 miles east of U.S. 40, and 1.5 miles south of the intersection of U.S. 40 and U.S. 189.

UDOT initiated an early scoping process in the spring of 2020 to provide information and solicit input before issuing this notice of intent. During early scoping, UDOT conducted a traffic and safety technical analysis and coordinated with agencies, stakeholders, and the public to identify transportation needs, preliminary alternatives, and potentially significant environmental issues. A public early scoping meeting was held on August 27, 2020. Based on early scoping, UDOT developed a draft purpose and need. The *Draft Purpose and Need Technical Report* and an *Early Scoping Summary Report* are available on the project website at <https://hebervalleyeis.udot.utah.gov>.

The preliminary purpose of this project as identified by UDOT is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center. The need identified for the project is related primarily to traffic during peak periods, which is expected to get worse with increasing population. The primary needs include (1) the character and function of U.S. 40 changes from a 65-miles-per-hour (mph) limited-access freeway to a 35-mph Main Street in Heber City with signalized intersections, throughput is traded for increased

access within Heber's historic core resulting in congestion and delay; (2) U.S. 40 is currently operating at failing conditions (level of service F) from 100 North to 100 South during the PM peak hour, and these conditions will continue to get worse by 2050; (3) all signalized intersections on U.S. 40 are currently operating at acceptable conditions, but they are expected to operate at failing conditions during the PM peak hour by 2050; (4) southbound travel time on U.S. 40 from S.R. 32 to U.S. 189 during the PM peak hour will double by 2050 if no improvements are made; and (5) queue lengths (vehicles backed up waiting to get through an intersection) during the PM peak hour will increase and spill back to other intersections and onto U.S. 40 north of town where the posted speed is 55 mph, resulting in safety concerns. Opportunities to provide for more active transportation (e.g., bicycle and pedestrian) will also be part of the EIS.

To address these needs UDOT is proposing to provide additional north-south capacity, either through constructing a bypass road or improving existing roads. UDOT will consider a range of alternatives based on the purpose of and need for the project and taking into account agency and public input. The currently contemplated alternatives include (1) taking no action; (2) improvements to U.S. 40 such as adding lanes and intersection improvements; (3) improvements to existing roads other than U.S. 40; (4) a one-way-couplet system; (5) a new bypass west of U.S. 40; (6) a new bypass east of U.S. 40; (7) Transportation System Management (TSM); (8) transit; and (9) other reasonable alternatives if identified during the EIS process. Alternatives that do not meet the project's purpose and need or that are otherwise not reasonable will not be carried forward for detailed consideration in the EIS.

During the early scoping process, the public and agencies identified issues important to the community and natural environment that should be evaluated in the EIS. Based on this input, the EIS will evaluate the expected impacts and benefits from the proposed project to the following resources: Land use, farmland, social and community resources, environmental justice, traffic, economics, pedestrian and bicyclist considerations, air quality, noise, water quality, ecosystem resources (wetlands, wildlife, and threatened and endangered species), floodplains, cultural resources, hazardous waste sites, and visual resources.

A coordination plan is being prepared to define the agency and public

participation procedure for the environmental review process. The plan will establish cooperating and participating agency roles and a review schedule and will be posted on the project website. The project could require FHWA to reroute a U.S. highway on the National Network (highways designated for use by commercial truck traffic). The project might also require a permit from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act and approvals from other agencies such as the U.S. Fish and Wildlife Service (USFWS) for impacts to threatened and endangered species in the project area. Cooperating agencies have been preliminarily identified to include USACE and the U.S. Environmental Protection Agency. UDOT anticipates issuing a single Final Environmental Impact Statement and Record of Decision within 24 months in spring 2023.

Public involvement is a critical component of the project development process and will continue throughout the development of the EIS. All individuals and organizations expressing interest in the project will be able to participate in the process through various public outreach opportunities. These opportunities include, but are not limited to, public meetings and hearing(s), the project website, and press releases. Public notice will be given of the time and place of all public meetings and hearing(s). A public scoping meeting is not planned because one was held during the early scoping process. All interested parties are requested to provide comments on the draft purpose and need (available on the project website) and potential alternatives and impacts, and to identify any relevant information, studies or analyses of any kind concerning impacts affecting the quality of the human environment relevant to the project. Written comments or questions should be directed to UDOT representatives at the mail or email addresses provided above. A 45-day public comment period will run from April 30 to June 14, 2021.

For more information, please visit the project website at <https://hebervalleyeis.udot.utah.gov>. Information requests or comments can also be emailed to [hebervalleyeis@utah.gov](mailto:hebervalleyeis@utah.gov).

(Catalog of Federal and Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on

Federal programs and activities apply to this program.)

**Ivan Marrero,**

*Division Administrator, Federal Highway Administration, Salt Lake City, Utah.*

[FR Doc. 2021-09920 Filed 5-10-21; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2021-0005]

#### Agency Information Collection Activities: Request for Comments for a New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by July 12, 2021.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number 2021-0005 by any of the following methods:

*Website:* For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>.

Follow the online instructions for submitting comments.

*Fax:* 1-202-493-2251.

*Mail:* Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

*Hand Delivery or Courier:* U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

#### FOR FURTHER INFORMATION CONTACT:

Susanna Hughes Reck, Office of Infrastructure, HISM-20, ((202) 366-1548 Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m. ET, Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* Biennial Performance Reporting for the TPM Program.

*Background:* The MAP-21 (Pub. L. 112-141) and FAST Act (Pub. L. 114-94) transformed the Federal-aid highway program by establishing new requirements for transportation performance management (TPM) to ensure the most efficient investment of Federal transportation funds. Prior to MAP-21, there were no explicit requirements for State DOTs to demonstrate how their transportation program supported national performance outcomes. State DOTs were not required to measure condition or performance, establish targets, assess progress toward targets, or report on condition or performance in a nationally consistent manner that FHWA could use to assess the entire system. It has been difficult for FHWA to examine the effectiveness of the Federal-aid highway program as a means to address surface transportation performance at a national level without States reporting on the above factors. The new TPM requirements, as established by MAP-21 and FAST Act, change this paradigm and require states to measure condition or performance, establish targets, assess progress towards targets and report on condition or performance.

State DOTs now must submit biennial performance reports (23 U.S.C. 150(e) and 23 CFR 490.107). The information being requested in the TPM Biennial Reports has been provided to the DOT in an electronic format through an online data form called the Performance Management Form (PMF). State DOTs have successfully submitted the required biennial reports in October 2018 and 2020. Alternative formats will be made available where necessary. As part of the rulemaking<sup>1</sup> implementing the MAP-21 and FAST Act requirements, FHWA evaluated all of the Biennial Reporting requirements in the individual regulatory impact assessments (RIA) and determined the following:

*Respondents:* 52 State DOTs, including Washington DC and Puerto Rico.

*Frequency:* Biennially.

*Estimated Average Burden per Response:* Approximately 2,128 hours

<sup>1</sup> 2nd National Performance Management Measures Rule (PM2): Assessing Pavement Condition for National Highway Performance Program and Bridge Condition for National Highway Performance Program; Assessing Performance of National Highway System, etc. (RIN: 2125-AF53) <https://www.govinfo.gov/content/pkg/FR-2017-01-18/pdf/2017-00550.pdf>.

3rd National Performance Management Measures Rule (PM3): Assessing Performance of National Highway System, Freight Movement on Interstate System, and Congestion Mitigation and Air Quality Improvement Program (RIN 2125-AF54) <https://www.govinfo.gov/content/pkg/FR-2017-01-18/pdf/2017-00681.pdf>.

annually for an individual State DOT to compile, organize, and submit the report to FHWA.

*Estimated Total Annual Burden Hours:* Approximately 110,656 hours annually.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (1) Ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (2) ways that the burden could be minimized, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: May 6, 2018.

**Michael Howell,**

*Information Collection Officer.*

[FR Doc. 2021-09960 Filed 5-10-21; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF VETERANS AFFAIRS

[OMB Control No. 2900-0113]

#### Agency Information Collection Activity: Application for Fee or Roster Personnel Designation

**AGENCY:** Veteran Benefits Administration, Department of Veterans Affairs.

**ACTION:** Notice.

**SUMMARY:** Veteran Benefits Administration, Department of Veterans Affairs (VA), is announcing an opportunity for public comment on the proposed collection of certain information by the agency. Under the Paperwork Reduction Act (PRA) of 1995, Federal agencies are required to publish notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension of a currently approved collection, and allow 60 days for public comment in response to the notice.

**DATES:** Written comments and recommendations on the proposed collection of information should be received on or before July 12, 2021.

**ADDRESSES:** Submit written comments on the collection of information through Federal Docket Management System (FDMS) at [www.Regulations.gov](http://www.Regulations.gov) or to Nancy J. Kessinger, Veterans Benefits Administration (20M33), Department of Veterans Affairs, 810 Vermont Avenue NW, Washington, DC 20420 or email to