

averaging greater than 85 times per year, is outside the intended design basis of the plant. Additionally, KIF has been dealing with significant material condition issues over the last five years. Lower boiler drum repairs at KIF are symptomatic of age-driven material condition failures that are difficult to proactively address. Based on this analysis, TVA has developed planning assumptions for KIF retirement. TVA proposes to retire three units as early as 2026, but no later than 2031, and the remaining six units as early as 2027, but no later than 2033, dependent on internal and external factors that could affect bringing replacement generation online.

The Kingston EIS will assess the impact of retiring all KIF units and of replacing the generation of those units, as discussed in the Alternatives section below. To recover the generation capacity lost from retirement of the KIF units and to account for future load growth, TVA is proposing the addition of approximately 1,450 MW of replacement generation. To maintain adequate reserves on the TVA system, this 1,450 MW of replacement generation would need to be in commercial operation prior to the retirement of KIF.

#### Alternatives

TVA anticipates that the scope of the EIS will include various alternatives in addition to the no action alternative (continuing to operate KIF with needed regulatory updates). TVA plans to evaluate three action alternatives in the EIS: (A) Retirement of KIF and construction and operation of a Combined Cycle Combustion Turbine (CC) Gas Plant at the same site; (B) Retirement of KIF, investment in local and regional transmission, and construction and operation of Simple Cycle Combustion Turbine (CT) Gas Plants at alternate locations; (C) Retirement of KIF and construction and operation of Solar and Storage Facilities, primarily at alternate locations. Potential connected actions, such as the natural gas pipeline and transmission upgrades as necessary for any particular alternative, will also be considered in this assessment.

#### Issues To Be Addressed in EIS

The EIS will address the effects of each alternative on the environment, including

- Emissions of greenhouse gases,
- fuel consumption,
- air quality,
- water quality and quantity,
- waste generation and disposal,
- land use,

- ecological,
- cultural resources,
- transportation,
- visual and noise,
- 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 KIF location, which would require approximately 125 miles of natural gas pipeline facilities that will, to the extent practicable, be located within or adjacent to an existing pipeline right of way, to bring gas supply to the KIF reservation. The construction of the natural gas pipeline(s) would be subject to Federal Energy Regulatory Commission (FERC) jurisdiction and additional review will be undertaken by FERC in accordance with its own NEPA procedures. TVA's 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.gov/nepa](http://www.tva.gov/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 Summer of 2022. TVA anticipates issuing the final EIS in Spring of 2023 and a record of decision at least 30 days after its release.

**Rebecca Tolene,**

*Vice President, Environment.*

[FR Doc. 2021-12693 Filed 6-14-21; 8:45 am]

**BILLING CODE 8120-08-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice, Sikorsky Memorial Airport, Stratford, Connecticut

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

**ACTION:** Notice.

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**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps for Sikorsky Memorial Airport, as submitted by the City of Bridgeport, Connecticut.

**DATES:** *Applicable Date:* The applicable date of the FAA's determination on the noise exposure maps is June 8, 2021.

**FOR FURTHER INFORMATION CONTACT:** Richard Doucette, Federal Aviation Administration, New England Region, Airports Division, 1200 District Avenue, Burlington, Massachusetts 01803. Office: 781-238-7613.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Sikorsky Memorial Airport are in compliance with applicable requirements of Part 150, effective June 8, 2021.

Under Section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps that meet applicable regulations and that depict non-compatible land uses as

of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted such noise exposure maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval that sets forth the measures the operator has taken, or proposes, for the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure map and related descriptions submitted by Bridgeport, Connecticut. The specific maps under consideration were “Existing Conditions (2021) Noise Exposure Map” (Figure 9 on page 38) and “Forecast Conditions (2026) Noise Exposure Map” (Figure 10 on page 40). The FAA has determined that these maps for Sikorsky Memorial Airport are in compliance with applicable requirements. This determination is effective on June 8, 2021.

FAA’s determination on an airport operator’s noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR part 150. Such determination 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 questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under Section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA’s review of a noise exposure map. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on

the surface rests exclusively with the airport operator that submitted the map or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of 14 CFR part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA’s evaluation of the maps are available for examination at the following locations:

Sikorsky Memorial Airport, 100 Great Meadow Road, Stratford, Connecticut 06615

Federal Aviation Administration, New England Region, Airports Division, 1200 District Avenue, Burlington, Massachusetts 01803

Questions may be directed to the individual named above under the heading: **FOR FURTHER INFORMATION CONTACT.**

Issued in Burlington, Massachusetts on June 8, 2021.

**Julie Seltsam-Wilps,**

*Deputy Division Director, FAA New England Region, Airports Division.*

[FR Doc. 2021-12354 Filed 6-14-21; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Intent To Prepare a Supplemental Environmental Impact Statement: Milwaukee County

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a supplemental environmental impact statement (SEIS) will be prepared for a proposed freeway corridor improvement project on I-94 in Milwaukee County, Wisconsin.

**FOR FURTHER INFORMATION CONTACT:**

Bethaney Bacher-Gresock, Environmental Program and Project Specialist, FHWA Wisconsin Division Office, City Center West, 525 Junction Road, Suite 8000, Madison, WI 53717; email [bethaney.bacher-gresock@dot.gov](mailto:bethaney.bacher-gresock@dot.gov); telephone: (608) 662-2119. Joshua LeVeque, Wisconsin Department of Transportation (WisDOT) Project Manager, WisDOT SE-Region Office, 141 NW Barstow Street, P.O. Box 798, Waukesha, WI 53188 email [joshua.leveque@dot.wi.gov](mailto:joshua.leveque@dot.wi.gov); telephone: (414) 750-1468.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Wisconsin Department of Transportation (WisDOT), will prepare a SEIS in accordance with 23 CFR 771.130 for proposed improvements along approximately 3.5 miles of I-94 (70th Street–16th Street) in Milwaukee County, WI. The project includes the following interchanges: 68th Street/70th Street, Hawley Road, Mitchell Boulevard, the Stadium Interchange (I-94/WIS 175/Miller Park Way), 35th Street, and 25th/26th/28th Street. The Bluemound Road/Wisconsin Avenue/Wells Street interchange with WIS 175 is also included. The purpose of the project remains the same as the original EIS: To address the deteriorated condition of I-94, obsolete roadway and bridge design, existing and future traffic demand, and high crash rates. The SEIS will evaluate and provide additional analysis, if needed, on any new or changed impacts to the human and natural environment since the approval of the January 29, 2016 final EIS (FEIS). For example, potential changes in study area traffic patterns resulting from the pandemic, or potential changes in traffic patterns resulting from the construction of, or may result from, the identification of funding for transportation projects identified in the regional transportation improvement plan for the area. Also, as identified in the original EIS, FHWA and WisDOT propose funding for the Milwaukee County East-West Bus Rapid Transit project as traffic mitigation during the construction of the I-94 project.

The SEIS will follow the same process and format as the original EIS (*i.e.*, draft, final, record of decision (ROD)), except that scoping is not required. Per 40 CFR 1506.13, the SEIS will follow Council on Environmental Quality regulations in effect prior to September 14, 2020. The original EIS and other project documents will be available on the I-94 project website <http://www.wisconsin.gov/94eastwest>.

Public involvement is a critical component of the project development process and will occur throughout the development of the SEIS. The draft SEIS will be made available for public and agency review and comment prior to the public hearing. After public review of the draft SEIS and public hearing, FHWA and WisDOT will issue a final SEIS and ROD. The final SEIS and ROD may be issued as one combined document pursuant to 23 U.S.C. 139(n)(2) and 23 CFR 771.124, unless criteria are met for issuing the documents separately.

To ensure that the full range of issues related to the proposed action are