

FAA cannot guarantee that it will be able to do so. All comments received during the comment period will be given equal weight and be taken into consideration in the preparation of the Final EA.

Issued in Washington, DC, on November 20, 2024.

Stacey Molinich Zee,

Manager, Operations Support Branch.

[FR Doc. 2024–27533 Filed 11–26–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Transportation Project in Florida

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by Florida Department of Transportation (FDOT), pursuant to 23 U.S.C. 327, and other Federal Agencies.

SUMMARY: The FHWA, on behalf of the FDOT, is issuing this notice to announce actions taken by FDOT and other Federal Agencies that are final agency actions. These actions relate to the proposed State Road (S.R.) 535/Vineland Road Project Development and Environment (PD&E) Study (Financial Management Number 437174–2). The proposed S.R. 535/Vineland Road project will reduce congestion and improve safety from US 192 to World Center Drive (S.R. 536), a distance of approximately 2.35 miles.

Improvements consist of widening the existing roadway from four to six lanes, improvements to intersections, and the construction of stormwater management facilities. These actions grant licenses, permits, or approvals for the project.

DATES: By this notice, the FHWA, on behalf of FDOT, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal Agency actions on the listed highway project will be barred unless the claim is filed on or before April 28, 2025. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

ADDRESSES: The Type 2 Categorical Exclusion and additional project documents can be viewed and downloaded from the project website at: <https://www.cflroads.com/project/437174-2>, or by contacting FDOT Office

of Environmental Management, 605 Suwannee Street, MS 37, Tallahassee, Florida 32399, during normal business hours are 8:00 a.m. to 5:00 p.m. (Eastern Standard Time), Monday through Friday, except State holidays.

FOR FURTHER INFORMATION CONTACT:

Jennifer Marshall, P.E., Director, FDOT Office of Environmental Management, FDOT; telephone (850) 414–4316; email: Jennifer.Marshall@dot.state.fl.us.

SUPPLEMENTARY INFORMATION: Effective December 14, 2016, and as subsequently renewed on May 26, 2022, the FHWA assigned, and the FDOT assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327.

Notice is hereby given that FDOT and other Federal Agencies have taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, or approvals for the proposed highway improvement project. The actions by FDOT and other Federal Agencies on the project, and the laws under which such actions were taken are described in the Type II Categorical Exclusion approved on November 15, 2024, and in other project records for the listed project. The Type II Categorical Exclusion and other documents for the listed project are available by contacting FDOT at the address provided above. The project subject to this notice is:

Project Location: The project is located in Osceola and Orange Counties, Florida. The project limits are S.R. 535/Vineland Road from US 192 to north of World Center Drive (S.R. 536), a distance of approximately 2.35 miles.

Project Actions: This notice applies to the Type II Categorical Exclusion and all other Federal Agency licenses, permits, or approvals for the listed project as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. *General:* National Environmental Policy Act (NEPA) [42 U.S.C. 4321 *et seq.*]; Federal-Aid Highway Act (FAHA) [23 U.S.C. 109 and 23 U.S.C. 128]; 23 CFR part 771.

2. *Air:* Clean Air Act (CAA) [42 U.S.C. 7401–7671(q)], with the exception of project level conformity determinations [42 U.S.C. 7506].

3. *Noise:* Noise Control Act of 1972 [42 U.S.C. 4901–4918]; 23 CFR 772.

4. *Land:* Section 4(f) of the Department of Transportation Act of 1966 [23 U.S.C. 138 and 49 U.S.C. 303]; 23 CFR part 774; Land and Water Conservation Fund (LWCF) [54 U.S.C. 200302–200310].

5. *Wildlife:* Endangered Species Act (ESA) [16 U.S.C. 1531–1544 and 1536]; Marine Mammal Protection Act [16 U.S.C. 1361–1423h], Anadromous Fish

Conservation Act [16 U.S.C. 757(a)–757(f)]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act (MBTA) [16 U.S.C. 703–712]; Magnuson-Stevenson Fishery Conservation and Management Act of 1976, as amended [16 U.S.C. 1801–1891d], with Essential Fish Habitat requirements [16 U.S.C. 1855(b)(2)].

6. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [54 U.S.C. 3006101 *et seq.*]; Archaeological Resources Protection Act of 1979 (ARPA) [16 U.S.C. 470(aa)–470(ii)]; Preservation of Historical and Archaeological Data [54 U.S.C. 312501–312508]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013; 18 U.S.C. 1170].

7. *Social and Economic:* Civil Rights Act of 1964 [42 U.S.C. 2000d–2000d–1]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].

8. *Wetlands and Water Resources:* Clean Water Act (Section 319, Section 401, Section 404) [33 U.S.C. 1251–1387]; Coastal Barriers Resources Act (CBRA) [16 U.S.C. 3501–3510]; Coastal Zone Management Act (CZMA) [16 U.S.C. 1451–1466]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300f–300j–26]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; Wetlands Mitigation, [23 U.S.C. 119(g) and 133(b)(3)]; Flood Disaster Protection Act [42 U.S.C. 4001–4130].

9. *Hazardous Materials:* Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) [42 U.S.C. 9601–9675]; Superfund Amendments and Reauthorization Act of 1986 (SARA); Resource Conservation and Recovery Act (RCRA) [42 U.S.C. 6901–6992(k)].

10. *Executive Orders:* E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

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

Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(l)(1).

Issued on: November 21, 2024.

Karen M. Brunelle

*Director, Office of Project Development,
Federal Highway Administration,
Tallahassee, Florida.*

[FR Doc. 2024-27817 Filed 11-26-24; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Cameron, Hidalgo, And Willacy Counties, Texas

AGENCY: Texas Department of Transportation (TxDOT), Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Federal notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FHWA, on behalf of TxDOT, is issuing this notice to advise the public that an EIS will be prepared for a proposed transportation project to study the effects of constructing a highway improvement project from Interstate Highway (I-) 69C/United States Highway (US) 281 to I-69E/US 77 in Hidalgo, Cameron, and Willacy Counties, Texas (CSJ: 0921-02-353). The proposed project will be referred to herein as I-69 Connector, or the I-69 Connector Project. The proposed project is approximately 25 miles in length.

FOR FURTHER INFORMATION CONTACT: Francisco Chapa, P.E., TxDOT Pharr District Project Manager, 600 West I-2, Pharr, Texas, 78577, (956) 702-6344, Francisco.chapa@txdot.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 TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

The purpose and need of the proposed I-69 Connector is to alleviate/reduce traffic congestion and improve regional mobility, to improve and increase transportation network connectivity, to address future population growth and travel demands, and to provide an east-west hurricane evacuation route.

The proposed project would evaluate a new potential connection from I-69C/US 281 to I-69E/US 77 in Hidalgo, Cameron, and Willacy Counties, Texas

(CSJ: 0921-02-353). The proposed project could potentially include constructing a highway on new location for approximately 25 miles with grade separations at intersections with major crossroads.

The EIS will evaluate a range of build alternatives and a no-build alternative. Possible build alternatives include the four alternatives that were evaluated in the I-69 Connector Route Feasibility Study. Each alternative would be evaluated on the same right-of-way width and level of detail during the Alternative Analysis process.

Alternative A

Alternative A starts on the western end at the intersection of I-69C/US 281 and State Highway (SH) 107. It follows SH 107 for approximately 3.2 miles to the east, where SH 107 curves north, before continuing on new location eastward for approximately 12.3 miles. After intersection with International Boundary and Water Commission (IBWC)'s North Floodway, the alignment follows SH 107 southeast for 2.2 miles before turning north at the intersection of Farm-to-Market (FM) 1425 for approximately 1.1 miles and continuing east for approximately 6.5 miles until the eastern end of the project at I-69E/US 77. Alternative A is on partial new location and approximately 25.5 miles long.

Alternative B

Alternative B starts on new alignment at the western end at I-69C/US 281 and approximately 0.15 mile south of E. Richardson Road. This alignment continues east for approximately 3.4 miles, and curves slightly south at the intersection of SH 107 before continuing on new location for approximately 12.3 miles. After the alignment's intersection with the IBWC's North Floodway, the alignment moves slightly south until the intersection with FM 1425 for approximately 2.1 miles, then continues east for approximately 7 miles until the eastern end of the project at I-69E/US 77. Alternative B is on new location and approximately 24.8 miles long.

Alternative C

Alternative C starts on new alignment at the western end at I-69C/US 281 and approximately 0.70 mile north of E. Richardson Road. The alignment continues east for approximately 9.7 miles until curving south after the intersection with FM 88. The alignment continues east for approximately 15.3 miles until the eastern end of the project at I-69E/US 77. Alternative C is on new location and approximately 25 miles long.

Alternative D

Alternative D starts on new alignment at the western end at I-69C/US 281 and approximately 0.7 mile north of E. Richardson Road. The alignment continues east for approximately 9.3 miles until curving north 0.3 mile west of the intersection with FM 88. The alignment continues northeast for approximately 4.3 miles then continues east for approximately 9.6 miles until the intersection with I-69E/US 77. Alternative D is on new location and approximately 23 miles long.

Section 106 and Section 4(f) Historic Properties. The proposed build alternatives will be evaluated for potential adverse impacts to historic properties (*i.e.* properties that are eligible for or listed in the National Register of Historic Places) within the study area.

Environmental Justice (EJ). The proposed build alternatives will be evaluated for potential adverse impacts to EJ communities due to anticipated relocations as well as other impacts such as access, noise, and visual aesthetics. Additional analysis and public involvement will be conducted during the National Environmental Policy Act process to assess if the project would result in any disproportionately high and adverse effects on low-income and minority communities.

Wildlife and threatened and endangered species. The proposed build alternatives will be evaluated for potential adverse impacts to wildlife and threatened and endangered species within the study area.

Floodplains. The proposed build alternatives will be evaluated for potential adverse impacts to floodplains within the study area.

The EIS will evaluate the potential impacts and benefits to the resources/communities identified above as well as the following other subject areas: Limited English Proficiency communities, land use, right-of-way, social and community resources, traffic noise, air quality, water resources, hazardous materials sites, cultural resources, biological resources, protected lands 4(f) and 6(f), and visual resources.

It is anticipated that the following would be required: Texas Antiquities Code permit and concurrence, Section 106 historic/archeological resources concurrence, Section 4(f) evaluation approval, Section 7 consultation with U.S. Fish and Wildlife, IBWC Permit, and U.S. Army Corp of Engineers Section 404 Nationwide Permit(s).

A Tentative Schedule is outlined below.