

Chatuge Dam spillway, LLOW, or embankment, and would continue to maintain these components in their current state. TVA would continue to monitor and inspect the spillway, repairing joints and sealing cracks in the spillway slab and walls as needed; however, the risk of spillway damage and failure would continue to exceed TVA's risk tolerance.

To reduce the potential for spillway activation during the construction for all Action Alternatives, TVA would draw down the Chatuge Reservoir during the construction period. The maximum drawdown of the reservoir would be to an elevation of 1,908 feet, which is 10 feet below normal winter pool. The estimated drawdown duration for each alternative is described below; however, the drawdown could be extended due to the need to maintain dam safety requirements, weather delays, and unforeseen circumstances encountered during construction.

Alternatives B and C would include rehabilitation of the existing spillway and replacement of the Howell Bunger Valve. The spillway would be rehabilitated by reconstruction of the existing contraction joints (Alternative B) or by installing a concrete overlay (Alternative C). The construction and drawdown duration for Alternative B could be up to eight years. The construction and drawdown duration for Alternative C could be up to six years.

Alternative D would include construction of a new spillway and abandonment of the existing spillway, replacement of the Howell Bunger Valve, and dam embankment stabilization. The new spillway, located west of the existing spillway, would be designed convey all the water from the Probable Maximum Flood (PMF) which is 108,000 cubic feet per second (cfs). Construction of Alternative D could last up to six years and require the reservoir to be drawn down for up to four years.

Alternative E would include construction of a new gated spillway, rehabilitation of the existing spillway, replacement of the Howell Bunger Valve, and dam embankment stabilization. The new service spillway, located west of the existing spillway, would be designed to pass a maximum discharge of 68,000 cfs through a gated crest. The auxiliary spillway will maintain its current design discharge capacity of 39,000 cfs. Construction of Alternative E could last up to seven years and would require a reservoir drawdown up to five years.

Anticipated Environmental Impacts

The EIS will include a detailed evaluation of the environmental, social, and economic impacts associated with implementation of the proposed action. Resource areas to be addressed in the EIS include but are not limited to air quality; aquatics; botany; climate change; cultural resources; floodplains; geology and groundwater; land use; noise and vibration; health and safety; soils; surface water; water supply, socioeconomic; threatened and endangered species; transportation; visual resources; waste; wetlands; and wildlife. Measures to avoid, minimize, and mitigate adverse effects will be identified and evaluated in the EIS.

Anticipated Permits and Other Authorizations

TVA's proposed action would require an Individual Permit under Section 404 of the Clean Water Act; Section 401 Water Quality Certification; a North Carolina Construction Stormwater Permit; compliance with Section 106 of the National Historic Preservation Act; and compliance with Section 7 of the Endangered Species Act; and other applicable Executive Orders, local, Federal, and state regulations.

Public Participation and Scoping Process

Scoping is integral to the process for implementing NEPA and provides a mechanism to ensure that issues are identified early and properly studied; issues of little significance do not consume substantial time and effort; the draft EIS is thorough and balanced; and delays caused by an inadequate EIS are avoided. TVA seeks comment and participation from all interested parties for identification of potential alternatives, information, and analyses relevant to this proposal.

Information about this project is available at <https://www.tva.com/nepa>, which includes a link to an online public comment page. Comments must be received or postmarked no later than May 28, 2025. Federal, state, and local agencies and Native American Tribes are also invited to provide comments. Please note that any comments received, including names and addresses, will become part of the project administrative record and will be available for public inspection. To facilitate the scoping process, TVA will hold two in-person public open house meetings and a virtual public meeting; see the project website for information on the meeting dates and times.

EIS Preparation and Schedule

Following the scoping period, TVA may develop a scoping report that will be published online. The scoping report will summarize public and agency comments that were received and identify the projected schedule for completing the environmental review process. Following analysis of the affected resources, TVA will prepare a draft EIS for public review and comment. One or more preliminary preferred alternatives may be identified in the Draft EIS; however, the final decision on the proposed modifications of the Chatuge Dam components (spillway, Howell Bunger valve, and embankment) will be based on several factors including the conclusions of the EIS, relevant federal and state law requirements, engineering and risk evaluations, and financial considerations.

TVA anticipates holding public open house meetings after releasing the draft EIS. TVA expects to release the draft EIS in late 2025/early 2026 and a final EIS in late 2026/early 2027. TVA anticipates the Record of Decision will be posted at least 30 days after the release of the final EIS.

Authority: 18 CFR 1318.402.

Dawn Booker,

Senior Manager, NEPA Compliance.

[FR Doc. 2025-06830 Filed 4-18-25; 8:45 am]

BILLING CODE 8120-08-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Release of an Easement Restriction; Phoenix-Mesa Gateway Airport, Mesa, Maricopa County, Arizona

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of request to release airport land.

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal to partially release a perpetual easement restriction at the Phoenix-Mesa Gateway Airport (IWA), Mesa, Maricopa County, Arizona. In exchange for fee simple interest in 19 acres, the FAA would release a 32-acres perpetual easement with conditions, located outside of the airfield, adjacent to the northeast corner of Ellsworth Rd. and the Pecos Rd. The FAA invites public comment on this proposal.

DATES: Comments must be received on or before May 21, 2025.

ADDRESSES: Comments on the request may be mailed or delivered to the FAA at the following address: Mr. Mike N Williams, Manager, Phoenix Airports District Office, Federal Aviation Administration, 3800 N Central Ave., Suite 1025, 10th Floor, Phoenix, Arizona 85012. In addition, one copy of the comment submitted to the FAA must be mailed or delivered to Mr. J. Brian O'Neill, Executive Director/CEO, Phoenix-Mesa Gateway Airport, 5835 S Sossaman Rd. Mesa, Arizona 85212.

FOR FURTHER INFORMATION CONTACT:

Mr. Mike N. Williams, Manager, Phoenix Airports District Office, 602-792-1061.

Mr. J. Brian O'Neill, Executive Director/CEO, Phoenix-Mesa Gateway Airport, 480-988-7608.

SUPPLEMENTARY INFORMATION: The perpetual easement was transferred to the Phoenix-Mesa Gateway Airport Authority in 1998 from the United States Air Force after the Base Realignment and Closure process. The easement will be released to the current property owner for compatible non-aeronautical development. Such use of the land represents a compatible land use that will not interfere with the airport or its operation, thereby protecting the interests of civil aviation. The airport will be compensated for the fair market value of the use of the land.

In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 10-181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** 30 days before the DOT Secretary may waive any condition imposed on a federally obligated airport by surplus property conveyance deeds or grant agreements.

Issued in El Segundo, California, on April 15, 2025.

Brian Q. Armstrong,

Manager, Safety and Standards Branch, Airports Division, Western-Pacific Region.

[FR Doc. 2025-06771 Filed 4-18-25; 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 Utah

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

ACTION: Notice of limitation on claims for judicial review.

SUMMARY: The FHWA, on behalf of the Utah Department of Transportation (UDOT), is issuing this notice to announce actions taken by UDOT and other Federal agencies that are final agency actions. These actions relate to the State Road (SR) 177; SR-193 to 1800 N Environmental Impact Statement (EIS) Re-Evaluation that proposes to upgrade a two-lane freeway to a four-lane freeway between SR-193 and 1800 North in Davis County, UT.

DATES: By this notice, the FHWA, on behalf of UDOT, 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 September 18, 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 EIS Re-Evaluation and additional project documents can be viewed and downloaded from the project website at: <https://westdavis.udot.utah.gov/> or by contacting UDOT Environmental Services, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, UT 84114-8450, during normal business hours are 8 a.m. to 5 p.m. (eastern standard time), Monday through Friday, except State holidays.

FOR FURTHER INFORMATION CONTACT:

Brandon Weston, Director of Environmental Services; 801-965-4603; brandonweston@utah.gov.

SUPPLEMENTARY INFORMATION: Effective January 17, 2017, and as subsequently renewed on May 26, 2022, the FHWA assigned, and the UDOT assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that UDOT 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 improvement highway project. The actions by UDOT and other Federal agencies on the project, and the laws under which such actions were taken are described in the EIS Re-Evaluation approved on March 7, 2025, and in other project records for the listed project. The EIS Re-Evaluation and other documents for the listed project are available by contacting UDOT at the address provided above.

The project subject to this notice is:

Project Location: The project limits include SR-177; SR-193 to 1800 N in Davis County, UT.

Project Actions: This notice applies to the EIS Re-Evaluation and all other Federal agency licenses, permits, or approvals for the listed project as of the issuance date of this notice including but not limited to the Section 4(f) Evaluation 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 part 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]; Fish and Wildlife Coordination Act [16 U.S.C. 661-667(d)]; Migratory Bird Treaty Act (MBTA) [16 U.S.C. 703-712].

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. 2000 d-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]; 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);