

postmarked or emailed on or before June 11, 2021. Any request to fill one of these seats must describe the requestor's affiliation with commercial air tour operators or federally-recognized Native American tribes, as appropriate. The request should also explain what expertise the requestor would bring to the NPOAG as related to issues and concerns with aircraft flights over national parks or tribal lands. The term of service for NPOAG members is 3 years. Members may re-apply for another term.

On August 13, 2014, the Office of Management and Budget issued revised guidance regarding the prohibition against appointing or not reappointing federally registered lobbyists to serve on advisory committees (79 FR 47482).

Therefore, before appointing an applicant to serve on the NPOAG, the FAA and NPS will require the prospective candidate to certify that they are not a federally registered lobbyist.

Issued in El Segundo, CA, on May 3, 2021.

Keith Lusk,

*Program Manager, Special Programs Staff,
Western-Pacific Region.*

[FR Doc. 2021-09561 Filed 5-5-21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Rescinding a Notice of Intent To Prepare an Environmental Impact Statement for a Proposed Bridge Replacement Project, Bronx County, NY

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

ACTION: Notice to rescind a Notice of Intent to Prepare an Environmental Impact Statement.

SUMMARY: The FHWA, in cooperation with the New York State Department of Transportation (NYSDOT) and the New York City Department of Transportation (NYCDOT), is issuing this Notice to advise the public that we are rescinding the 1999 Notice of Intent (NOI) to Prepare an Environmental Impact Statement (EIS) for a previous proposal to rehabilitate, reconstruct, or replace the Shore Road Bridge (a.k.a. Pelham Park bridge) over the Hutchinson River Project (the Project), in Bronx County, New York [New York State Department of Transportation (NYSDOT) Project Identification Number (PIN) X760.75]. We are rescinding the NOI because a substantial amount of time has passed

since its publication and previously identified funding had been reallocated to more urgent projects after September 11, 2001.

FOR FURTHER INFORMATION CONTACT: For FHWA: Richard J. Marquis, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 11A Clinton Avenue, Suite 719, Albany, New York 12207, Telephone: (518) 431-4127, Email: Rick.Marquis@dot.gov. For NYSDOT: Uchenna Madu, NYC Director of Planning & Program Management, New York State Department of Transportation, NYC Region, 47-40 21st Street, Long Island City, New York 11101, Telephone: (718) 482-4559, Email: Uchenna.Madu@dot.ny.gov. For NYCDOT: Naim Rasheed, Assistant Commissioner, New York City Department of Transportation, 55 Water Street, 6th Floor, New York, New York 10041, Telephone: (212) 839-7710, Email: nrasheed@dot.nyc.gov.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the NYSDOT and the NYCDOT, previously intended to prepare an EIS to rehabilitate, reconstruct, or replace the Shore Road Bridge (a.k.a. Pelham Park bridge) on Shore Road in Bronx, County, New York (the Project). The NOI, which was published in the **Federal Register** on October 21, 1999 (64 FR 56831), indicated that improvements to the bridge were considered necessary to provide for the existing and projected traffic demand, provide for safety improvements (standard shoulders and upgraded sidewalks and bikeways), and because the over 100-year old bridge is suffering structural degradation.

The Shore Road Bridge is an 865-foot-long bridge with seven spans. The main span over the navigation channel is a double-leaf movable bascule span, which is flanked by three concrete arch spans on either side. The bridge and its associated roadway provide access to major interchanges with the Hutchinson River Parkway and Bruckner Expressway west of the bridge and City Island Road east of the bridge. The Project was initiated to improve safety (standard traffic lanes, shoulders, grades, and upgrade bicycle and pedestrian facilities) and to address structural and operational deficiencies of the Shore Road Bridge. As stated in the 1999 NOI, alternatives under consideration included (1) taking no action; (2) using alternate travel modes; (3) rehabilitating the existing bridge, and (4) constructing a new replacement bridge. These potential alternatives, except for taking no action and using alternate travel modes, included the

common elements of improving the crossing of Shore Road over the Hutchinson River.

Initially, the Project was not progressed because the budget allocated for the Project was reprioritized to more urgent projects after September 11, 2001. At that time, a long-term rehabilitation cost was estimated at 44 million dollars and new bridge construction alternatives costs ranged between approximately 62 and 122 million. Given funding constraints at the time, NYCDOT conducted a less costly major interim rehabilitation, completed in 2002, which addressed various imminent structural, safety, mechanical, and electrical issues on the bridge. The interim rehabilitation was progressed to prolong the bridge's service life until the environmental review and design approval process for the Project could be completed.

Since 2002, bridge components have been repaired as needed when deterioration was noted in biennial inspection reports. Interim rehabilitation and occasional repairs prolonged the service life of the Shore Road Bridge but did not negate the eventual need to reassess another rehabilitation or replacement project. Subsequent to the interim rehabilitation, the Great Recession of 2007-2009 resulted in revenue losses that caused city agencies to reprioritize funding for projects. In 2012, Hurricane Sandy caused extensive damage to NYCDOT and other city-owned facilities, which again diverted funding to address emergency repair work required in the aftermath of the storm. For these reasons and because a substantial amount of time has passed since the 1999 NOI was published, the 1999 NOI is being rescinded.

The FHWA, NYSDOT, and NYCDOT will be evaluating a reasonable range of alternatives for the Shore Road Bridge over the Hutchinson River Project as a new proposed action, and an NOI for that action will be issued separately. Comments or questions concerning this rescission should be directed to the FHWA, NYSDOT, and NYCDOT at the addresses provided in the **FOR FURTHER INFORMATION CONTACT** section of this Notice.

(Catalog of Federal 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).

Authority: 42 U.S.C. 4321 *et seq.*; 23 CFR part 771.

Issued on: April 30, 2021.

Richard J. Marquis,

Division Administrator, Albany, New York.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2020-0204]

Agency Information Collection Activities; Renewal of a Currently Approved Information Collection Request: Generic Clearance of Customer Satisfaction Surveys

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval. The Executive Order, "Setting Customer Service Standards," directs Federal agencies to provide service to the public that matches or exceeds the best service available in the private sector. These principles were reaffirmed in the Executive Order, "Streamlining Service Delivery and Improving Customer Service." In order to work continuously to ensure that our programs are effective and meet our customers' needs, the Federal Motor Carrier Safety Administration (FMCSA) seeks to obtain OMB approval of a currently approved generic clearance to continue collecting feedback on our service delivery. By feedback we mean information that provides useful insights on perceptions and opinions but are not statistical surveys that yield quantitative results that can be generalized to the population of study.

DATES: Please send your comments by June 7, 2021. OMB must receive your comments by this date in order to act quickly on the ICR.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

FOR FURTHER INFORMATION CONTACT: Ms. Roxane Oliver, Management Analyst,

Office of Analysis/MC-RAA, Department of Transportation, Federal Motor Carrier Safety Administration, 6th Floor, West Building, 1200 New Jersey Avenue SE, Washington, DC 20590-0001. Telephone: (202) 385-2324; Email Address: Roxane.Oliver@dot.gov. Office hours are from 9 a.m. to 5 p.m. E.T., Monday through Friday, except Federal Holidays.

SUPPLEMENTARY INFORMATION:

Title: Generic Clearance of Customer Satisfaction Surveys.

OMB Control Number: 2126-0061.

Type of Request: Renewal of a currently approved information collection.

Respondents: State and local agencies, general public and stakeholders; original equipment manufacturers (OEM) and suppliers to the commercial motor vehicle (CMV) industry; fleets, owner-operators, state CMV safety agencies, research organizations and contractors; news organizations and safety advocacy groups.

Estimated Number of Respondents: 5,900 [5,000 customer satisfaction survey respondents + 100 listening sessions/stakeholder feedback forums respondents + 300 focus group respondents + 500 strategic planning customer satisfaction survey respondents].

Estimated Time per Response: Range from 10 to 120 minutes.

Expiration Date: August 31, 2021.

Frequency of Response: Generally, on an annual basis.

Estimated Total Annual Burden: 1,758 hours [833 hours for customer satisfaction surveys + 200 hours for listening sessions/stakeholder feedback forums + 600 hours for focus groups + 125 hours for strategic planning customer satisfaction surveys].

Background

In accordance with the Paperwork Reduction Act of 1995, FMCSA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. Executive Order 12862 Setting Customer Service Standards, and most recently updated in Executive Order 13571, requires the Federal Government to provide the "highest quality service possible to the American people." Under the order, the "standard of quality for services provided to the public shall be: Customer service equal to the best in business." In order to work continuously to ensure that our programs are effective and meet our customers' needs, FMCSA seeks to obtain OMB approval of a generic clearance to collect qualitative feedback

from our customers on our service delivery. The surveys covered in this generic clearance will provide a means for FMCSA to collect this data directly from our customers. By qualitative feedback we mean information that provides useful insights on perceptions and opinions, but are not statistical surveys that yield quantitative results that can be generalized to the population of study. This feedback will provide insights into customer or stakeholder perceptions, experiences and expectations, provide an early warning of issues with service, or focus attention on areas of communication, training or changes in operations that might improve delivery of products or services. These collections will allow for ongoing, collaborative and actionable communications between the Agency and its customers and stakeholders. It will also allow feedback to contribute directly to the improvement of program management. The solicitation of feedback will target areas such as: Timeliness, appropriateness, accuracy of information, courtesy, efficiency of service delivery, and resolution of issues with service delivery. Responses will be assessed to plan and inform efforts to improve or maintain the quality of service offered to the public. If this information is not collected, vital feedback from customers and stakeholders on the Agency's services will be unavailable. The Agency will submit a collection for approval under this generic clearance only if it meets the following conditions: That such collections are:

- Voluntary;
- low-burden for respondents (based on considerations of total burden hours, total number of respondents, or burden-hours per respondent) and are low-cost for both the respondents and the Federal Government;
- noncontroversial and do not raise issues of concern to other Federal agencies;
- targeted to the solicitation of opinions from respondents who have experience with the program or may have experience with the program in the near future;
- only collecting personally identifiable information (PII) to the extent necessary and not retaining it;
- only collecting information intended to be used only internally for general service improvement and program management, and any release outside the agency must indicate the qualitative nature of the information;
- not to be used for the purpose of substantially informing influential policy decisions; and