

- b. by inserting in lieu thereof "9903.88.63,"; and
  - c. by inserting "or 9903.88.67," after "9903.88.66,"
13. by amending the article description of heading 9903.88.03:
- a. by deleting "9903.88.64 or";
  - b. by inserting in lieu thereof "9903.88.64," and
  - c. by inserting "or 9903.88.67," after 9903.88.66,"
14. by amending the article description of heading 9903.88.04:
- a. by deleting "9903.88.64 or";
  - b. by inserting in lieu thereof "9903.88.64," and
  - c. by inserting "or 9903.88.67," after 9903.88.66,"
15. by amending the article description of heading 9903.88.15:
- a. by deleting "9903.88.65 or";
  - b. by inserting in lieu thereof "9903.88.65," and
  - c. by inserting "or 9903.88.67," after 9903.88.66,".

[FR Doc. 2022-06397 Filed 3-25-22; 8:45 am]

BILLING CODE 3290-F2-C

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for a Change in Use of Aeronautical Property at Lancaster Airport in Lititz, Pennsylvania

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Request for public comment.

**SUMMARY:** The Federal Aviation Administration is requesting public comment on Lancaster Airport Authority's (LAA) request to change 5 acres of airport property from aeronautical use to non-aeronautical use. The parcel was purchased as part of a larger parcel with AIP grants 3-42-0049-022-2002 and 3-42-0049-023-2002. The property was purchased as part of a road relocation for the Runway 8-26 extension project and is located in an area that would be difficult for future

aeronautical development. The LAA is requesting approval to release the parcel for permanent non-aeronautical use to erect a vehicle maintenance garage facility. The parcel is identified as 3E on the Airport Layout Plan (ALP). The proposed facility is not currently noted on the ALP, however, if approved, the ALP will be updated to reflect the facility. Documents reflecting the Sponsor's request are available, by appointment only, for inspection at the Airport Manager's office and the FAA Airport District Office.

**DATES:** Comments must be received on or before March 28, 2022.

**ADDRESSES:** Documents are available for review at the:

Airport Manager's Office, Ed Foster,  
500 Airport Road, Lititz, PA 17543,  
(717) 569-1221.

And/or

FAA Airport District Office, Paul Higgins, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011, 717-730-2843.

Written comments on the Sponsor's request must be delivered or mailed to Paul Higgins at the above address.

**SUPPLEMENTARY INFORMATION:** Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) requires the FAA to provide an opportunity for public notice and comment prior to the "waiver" or "modification" of a sponsor's Federal obligation to use certain airport land for aeronautical purposes.

The LAA is requesting approval to release a parcel for permanent non-aeronautical use to erect a vehicle maintenance garage facility in Area 3E. Area 3E consists of 5 acres east of the Air Traffic Control Tower along the northern limit of the airport property. The corners of Area 3E are: NW: 40°7'33.066", -76°17'37.28", NE: 40°7'37.786", -76°17'27.11", SE: 40°7'33.515", -76°17'35.38", and SW: 40°7'32.35", -76°17'26.314".

The facility, once completed, will be leased to the local school district to perform bus vehicle maintenance. The established rental rate is the cost of the

project spread out over 20 years. The preliminary cost of the project is approximately \$1,135,000 along with cost escalators over the 20 year lease period. The anticipated income over the 20 year lease period is \$2,369,800.

The LAA is proposing to build an 85' X 57' single-story; slab-on-grade Maintenance Building approximately 900' north of Runway 8–26 on airport property. The Pre-Engineered Metal Building includes office space, two (2) service bays, and one (1) wash bay and will be constructed parallel to Millport Road along the northern edge of airport property. Coordinates of the building's four corners: NW: 40°7'33.48", –76°17'36.38", NE: 40°7'33.62", –76°17'35.66", SE: 40°7'32.80", –76°17'35.38", SW: 40°7'32.66", –76°17'36.10".

The facility remains the property of the LAA and will bring in necessary non-aviation income. The facility will be able to be utilized by other types of users in the event that the current tenant does not remain on the property. The tenant currently rents adjacent to where the maintenance facility will be located to store their school buses.

**Rick W. Harner,**

Manager, Harrisburg Airports District Office.

[FR Doc. 2022–06369 Filed 3–25–22; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Interstate 15: Farmington to Salt Lake City, Utah

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

**ACTION:** Notice of intent to prepare an environmental impact statement.

**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 on the Interstate 15 corridor from Farmington to Salt Lake City, Utah. Persons or agencies who might be affected by the proposed project are encouraged to comment on the information in this Notice of Intent (NOI). All comments received in response to this NOI will be considered, and any information presented in this NOI, including the preliminary purpose and need, preliminary alternatives, and identified impacts, might be revised in consideration of the comments.

**DATES:** Comments must be received by May 13, 2022.

**ADDRESSES:** This NOI is available on the project website ([i15eis.udot.utah.gov](http://i15eis.udot.utah.gov)). Interested parties are invited to submit comments by any of the following methods:

**Website:** For access to the documents and instructions for submitting comments, go to the project website ([i15eis.udot.utah.gov](http://i15eis.udot.utah.gov)).

**Mailing address or for hand delivery or courier:** UDOT Environmental Services Division, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, Utah 84114–8450.

**Email address:** [i15eis@utah.gov](mailto:i15eis@utah.gov).

A summary of the comments received will be included in the Draft EIS.

**FOR FURTHER INFORMATION CONTACT:**

Brandon Weston, Director of Environmental Services, UDOT Environmental Services Division, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, Utah 84114–8450; telephone: (801) 965–4603; email: [brandonweston@utah.gov](mailto:brandonweston@utah.gov). Tiffany Pocock, PE, I–15 EIS Project Manager, UDOT Region One, 166 W Southwell Street, Ogden, Utah 84404–4194; telephone: (801) 965–4612 email: [tpocock@utah.gov](mailto:tpocock@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, extended to April 29, 2022, and executed by FHWA and UDOT. UDOT, as the assigned National Environmental Policy Act (NEPA) agency, will prepare an EIS to evaluate transportation solutions along I–15 from Farmington to Salt Lake City. The proposed project study area extends on I–15 from the Park Lane interchange (I–15 milepost 325) in Farmington to the 400 South interchange (I–15 milepost 308) in Salt Lake City. The EIS will be conducted in accordance with the requirements of NEPA, as amended (42 United States Code [U.S.C.] Section 4321, *et seq.*), 23 U.S.C. 139, Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500–1508), FHWA regulations implementing NEPA (23 CFR 771.101–771.139), and all applicable federal, state, and local governmental laws and regulations. This project is considered a “major project” pursuant to 23 U.S.C. 139.

#### (a) The Preliminary Purpose and Need for the Proposed Action

The preliminary purpose of this project as identified by UDOT is to

improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along I–15 from Farmington to Salt Lake City. Between Farmington and Salt Lake City, I–15 has aging infrastructure and worsening operational characteristics for the current and projected 2050 travel demand which contribute to decreased safety, increased congestion, lost productivity, and longer travel times. East-west streets that access or cross I–15 are important to connect communities and support other travel modes such as biking, walking, and transit. When I–15 and its interchanges do not support travel demand, traffic is added to the local streets impacting both the regional and local transportation system, and the safe, comfortable, and efficient travel by other modes. Agencies and the public are invited to comment on the purpose and need statement. The purpose and need statement and supporting documentation, including data and public input summary, will be available in the Draft EIS. The purpose and need statement might be revised based on comments received during the comment period on this NOI.

#### (b) A Preliminary Description of the Proposed Action and Alternatives the Environmental Impact Statement Will Consider

The currently contemplated range of alternatives proposed to be considered in the EIS consists of the following: (1) Taking no action; (2) capacity improvements to I–15 such as adding general-purpose, high-occupancy, or auxiliary lanes and interchange improvements; (3) additional or modified accesses to and from I–15; (4) additional or modified road, bicycle and pedestrian crossings of I–15; (5) additional or modified multimodal connections to FrontRunner stations and regional trails; (6) Transportation System Management (TSM); (7) combinations of any of the above, and (8) other reasonable alternatives 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. The alternatives to be retained will be finalized after UDOT considers the comments received during the comment period on this NOI, and the comments will be documented in the Draft EIS. The alternatives might be revised based on UDOT's consideration of public comments. The concepts not retained