

disturbance allowing animals in close proximity to construction activities a chance to leave the area prior to stone resetting or new stone placement. Contractors shall avoid walking or driving equipment through the seal haulout. A soft start must be implemented at the start of each day's construction activity and at any time following cessation of activity for a period of 30 minutes or longer.

- The MEDOT must employ at least one PSO to monitor the shutdown and Level B harassment zones.

- Monitoring will be conducted 30 minutes before, during, and 30 minutes after construction activities. In addition, observers shall record all incidents of marine mammal occurrence, regardless of distance from activity, and shall document any behavioral reactions in concert with distance from construction activity.

- The MEDOT must submit a draft report detailing all monitoring within 90 calendar days of the completion of marine mammal monitoring or 60 days prior to the issuance of any subsequent IHA for this project, whichever comes first.

- The MEDOT must prepare and submit final report within 30 days following resolution of comments on the draft report from NMFS.

- The MEDOT must submit all PSO datasheets and/or raw sighting data (in a separate file from the Final Report referenced immediately above).

- The MEDOT must report injured or dead marine mammals.

Comments and Responses

As noted previously, NMFS published a notice of a proposed IHA (86 FR 61164, November 5, 2021) and solicited public comments on both our proposal to issue the initial IHA for Falls Bridge Replacement Project and on the potential for a renewal IHA, should certain requirements be met. During the 30-day public comment period, NMFS received no comments on either the proposal to issue the initial IHA for the MEDOT's construction activities or on the potential for a renewal IHA.

Preliminary Determinations

The proposed renewal request consists of a subset of activities analyzed through the initial authorization described above. In analyzing the effects of the activities for the initial IHA, NMFS determined that the MEDOT's activities would have a negligible impact on the affected species or stocks and that authorized take numbers of each species or stock were small relative to the relevant stocks (e.g., less than one-third the abundance of all

stocks). The mitigation measures and monitoring and reporting requirements as described above are identical to the initial IHA.

NMFS has preliminarily concluded that there is no new information suggesting that our analysis or findings should change from those reached for the initial IHA. Based on the information and analysis contained here and in the referenced documents, NMFS has preliminarily determined the following: (1) the required mitigation measures will effect the least practicable impact on marine mammal species or stocks and their habitat; (2) the authorized takes will have a negligible impact on the affected marine mammal species or stocks; (3) the authorized takes represent small numbers of marine mammals relative to the affected stock abundances; (4) MEDOT's activities will not have an unmitigable adverse impact on taking for subsistence purposes as no relevant subsistence uses of marine mammals are implicated by this action; and, (5) appropriate monitoring and reporting requirements are included.

Endangered Species Act (ESA)

No incidental take of ESA-listed species is authorized or expected to result from this activity. Therefore, NMFS has determined that formal consultation under section 7 of the ESA is not required for this action.

Proposed Renewal IHA and Request for Public Comment

As a result of these preliminary determinations, NMFS proposes to issue a renewal IHA to MEDOT for conducting Falls Bridge Replacement Project in Blue Hill, Maine, from July 1, 2023 through June 30, 2024, provided the previously described mitigation, monitoring, and reporting requirements are incorporated. A draft of the proposed and final initial IHA can be found at <https://www.fisheries.noaa.gov/permit/incidental-take-authorizations-under-marine-mammal-protection-act>. We request comment on our analyses, the proposed renewal IHA, and any other aspect of this notice. Please include with your comments any supporting data or literature citations to help inform our final decision on the request for MMPA authorization.

Dated: June 5, 2023.

Catherine Marzin,

Deputy Director, Office of Protected Resources, National Marine Fisheries Service.

[FR Doc. 2023-12343 Filed 6-8-23; 8:45 am]

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U.S. INTERNATIONAL DEVELOPMENT FINANCE CORPORATION

[DFC-003]

Submission for OMB Review; Comments Request

AGENCY: U.S. International Development Finance Corporation (DFC).

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the provisions of the Paperwork Reduction Act, agencies are required to publish a Notice in the **Federal Register** notifying the public that the agency is renewing an existing information collection for OMB review and approval and requests public review and comment on the submission. Comments are being solicited on the need for the information; the accuracy of the burden estimate; the quality, practical utility, and clarity of the information to be collected; and ways to minimize reporting the burden, including automated collected techniques and uses of other forms of technology.

DATES: Comments must be received by August 8, 2023.

ADDRESSES: Comments and requests for copies of the subject information collection may be sent by any of the following methods:

- *Mail:* Deborah Papadopoulos, Agency Submitting Officer, U.S. International Development Finance Corporation, 1100 New York Avenue NW, Washington, DC 20527.

- *Email:* fedreg@dfc.gov.

Instructions: All submissions received must include the agency name and agency form number or OMB form number for this information collection. Electronic submissions must include the agency form number in the subject line to ensure proper routing. Please note that all written comments received in response to this notice will be considered public records.

FOR FURTHER INFORMATION CONTACT:

Agency Submitting Officer: Deborah Papadopoulos, (202) 357-3979.

SUPPLEMENTARY INFORMATION: This notice informs the public that DFC will submit to OMB a request for approval of the following information collection.

Summary Form Under Review

Title of Collection: Application for Political Risk Insurance.

Type of Review: Revision of a previously approved collection.

Agency Form Number: DFC-003.

OMB Form Number: 3015-0003.

Frequency: Once per investor per project.

Affected Public: Business or other for-profit; not-for-profit institutions; individuals.

Total Estimated Number of Annual Number of Respondents: 100.

Estimated Time per Respondent: 1 hour and 40 minutes.

Total Estimated Number of Annual Burden Hours: 166 hours and 40 minutes.

Abstract: The Application for Political Risk Insurance will be the principal document used by DFC to determine the investors' and the project's eligibility for political risk insurance coverage.

Dated: June 5, 2023.

Deborah Papadopoulos,

Records Management Specialist, Office of Administration.

[FR Doc. 2023-12346 Filed 6-8-23; 8:45 am]

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DEPARTMENT OF DEFENSE

Office of the Secretary

Draft Environmental Impact Statement for the O'Brien Road Access Modernization, Fort Meade, Maryland

AGENCY: Department of Defense (DoD).

ACTION: Notice of availability; notice of public meeting; request for comments.

SUMMARY: The DoD announces the availability of the Draft Environmental Impact Statement (EIS) as part of the environmental planning process for the O'Brien Road Access Modernization (ORAM) at Fort George G. Meade, Maryland (hereafter referred to as Fort Meade). The DoD proposes to implement the ORAM project, which would entail renovation and upgrade of inspection facilities, upgrade of access facilities, and corresponding roadway improvements for Mapes, O'Brien, Perimeter, and Venona Roads on Fort Meade. The purpose of the proposed project is to construct facilities and infrastructure to allow for increased capacity for required security processing of traffic and deliveries entering Fort Meade and the National Security Agency (NSA) campus. The need for the proposed project is to address inefficiencies with current infrastructure and capacity issues.

DATES: There will be a virtual public meeting from 5 p.m. to 7 p.m. on July 19, 2023 via the Webex platform. Access and registration details are available on the project website at <https://www.nab.usace.army.mil/oram>. The public meeting may end earlier or later than the stated time depending on the number of persons wishing to speak. All materials that are submitted in response

to the Draft EIS should be received by July 24, 2023 to provide sufficient time to be considered in preparation of the Final EIS.

ADDRESSES: Copies of the Draft EIS are available for your review on the project website at <https://www.nab.usace.army.mil/oram> and at the Medal of Honor Memorial Library, 4418 Llewellyn Avenue, Fort Meade, MD 20755; Glen Burnie Regional Library, 1010 Eastway, Glen Burnie, MD 21060; Odenton Regional Library, 1325 Annapolis Road, Odenton, MD 21113; and Severn Community Library, 2624 Annapolis Road, Severn, MD 21144. You may also call (301) 688-2970 or send an email to ORAM@hdrinc.com to request a copy of the Draft EIS.

FOR FURTHER INFORMATION CONTACT: Mr. Jeffrey Williams at 301-688-2970, or email jdwill2@nsa.gov.

SUPPLEMENTARY INFORMATION: This notice announces a 45-day comment period and provides information on how to participate in the public review process. The public comment period for the Draft EIS will officially end July 24, 2023.

Background: NSA is a tenant DoD agency on Fort Meade, occupying approximately 840 acres of the 5,100-acre installation. Renovation and upgrade of inspection and access facilities for NSA is required to meet increased mission and security capacity. The existing Vehicle Control Inspection Facility (VCIF) and Vehicle Control Point 5 (VCP5) represent two significant entry points for access to the NSA campus. Both facilities require replacement due to process inefficiencies and insufficient capacity to meet current and future demand. Original sizing of the VCIF provided for inspection facilities only for NSA deliveries and traffic. Post 9/11, a decision was made that NSA would inspect both Fort Meade and NSA deliveries. Additionally, major construction activities on Fort Meade have generated increases in traffic access and inspection throughout the installation. These conditions have resulted in extensive delays at the VCIF and traffic back-ups onto Maryland State Route 32. The design of VCP5 on O'Brien Road is also outdated and provides insufficient access capacity between the NSA campus and Fort Meade. Relocation of the Fort Meade Access Control Facility (ACF) on Mapes Road is included to facilitate the design and construction of the overall access gate infrastructure and roadway system, as well as minimize environmental impacts.

Proposed Action and Alternatives: The proposed action would consist of: construction of a new VCP5 along O'Brien Road; construction of a new VCIF with adjacent visitor control center; construction of a new Mail Screening Facility adjacent to the VCIF; reconfiguration of the Mapes Road ACF; roadway improvements to provide enhanced routing and separation of traffic between NSA and Fort Meade entering from MDs 32 and 198; and associated infrastructure, including sidewalks, inspection canopies, dog kennels, surface parking areas, stormwater management facilities, and utilities.

Alternatives identified include two build alternatives that involve distinct configurations of project elements within the same general area on the NSA campus and Fort Meade. The No Action Alternative (not undertaking the proposed improvements) is also analyzed in detail.

Summary of Environmental Impacts: The level of environmental impacts potentially resulting from the Proposed Action and alternatives would be largely similar, regardless of which alternative would be selected.

Generally, construction and demolition would result in some ground disturbance, temporary increases in noise, and increased traffic congestion and lane closures, which would be expected regardless of the alternative selected. Implementation of the ORAM would be expected to result in long-term, negligible to major, adverse impacts on noise, geological resources, water resources, biological resources, infrastructure, and socioeconomics. Long-term, negligible to moderate, beneficial impacts on land use and visual resources, air quality, and sustainability. Major adverse impacts on wetlands would occur under either alternative, for which mitigation measures would be developed in coordination with the U.S. Army Corps of Engineers and Maryland Department of the Environment. Major beneficial impacts on transportation would occur as result of the improvements.

Best Management Practices and Mitigation Measures: The Proposed Action has the potential to result in adverse environmental impacts. The Proposed Action includes best management practices, mitigation measures, and design concepts to avoid or minimize adverse impacts to the extent practicable. Unavoidable impacts would be minimized or compensated for to the extent practicable. In accordance with Council on Environmental Quality regulations, mitigation measures are