

3. *NEPA Purpose and Need.* The purpose of the study is to determine strategies to manage the risk of impacts from future flooding in the project area, including public health and safety. Coastal storm risk management measures would seek to reduce effects to important building, utility, and transportation infrastructure and resources, as well as social and economic resources, including recreation facilities. During certain conditions such as storms, king tides, or El Niño events, water from the San Francisco Bay periodically overtops sections of the seawall along the San Francisco Embarcadero waterfront, resulting in flooding of low-lying areas. Sea level rise is expected to increase risk of flooding in the future. Flooding could result in limited or no access to the Embarcadero, Ferry Building and terminals, and portions of downtown San Francisco. Potential flooding of these areas could adversely impact building infrastructure, including historic buildings; transportation and transportation infrastructure, including the BART, Muni, and the Embarcadero roadway; recreation and tourism; government resources; local businesses and economy; and public health and safety. Therefore, with the existing and increasing risk as sea levels continue to rise there is a need to manage the risk of flooding in the study area.

4. *Alternatives.* Alternative formulation is in the early stages. USACE and the Port of San Francisco are developing preliminary alternatives that combine a broad suite of flood risk management structural, non-structural, and natural and nature-based measures in addition to a No Action Alternative. Structural measures include options such as construction of new levees and floodwalls, or improvements to the existing seawall to address coastal flooding along the waterfront. Nonstructural measures include options such as raising critical infrastructure, floodproofing structures, recommending land use or zoning restrictions, or enhancing flood warning systems. Natural and nature-based features include measures like horizontal levees, ecological seawalls or “ecotones” that reduce flood risk while improving the environment. USACE and the Port of San Francisco will coordinate with interested stakeholders to further describe and refine the alternatives and/or develop additional alternatives throughout the study process. As alternative formulation progresses, more information will be available on the project website: <https://www.spn.usace.army.mil/Missions/>

Projects-and-Programs/Projects-A-Z/San-Francisco-Waterfront-Storm-Damage-Reduction/.

5. *Scoping Process.*

a. Two virtual public scoping meetings will be held to present an overview of the San Francisco Waterfront Flood Resiliency Study, the USACE alternative formulation process, and the NEPA process. Additionally, these meetings will afford all interested parties an opportunity to comment on the scope of analysis and potential alternatives. The first virtual scoping meeting will be held on September 16, 2020, from 6:00–7:30 p.m. The second virtual scoping meeting will be held on September 17, 2020, from 2:00–3:30 p.m. Information on accessing the virtual public meetings can be found at: <https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Projects-A-Z/San-Francisco-Waterfront-Storm-Damage-Reduction/>.

b. USACE will be soliciting public comments throughout the 60-day scoping period (See Dates and Addresses above).

6. *Availability.* A minimum 30-day public review period will be provided for individuals, interested parties, and agencies to review and comment on the Draft NEPA document. All interested parties are encouraged to respond to this notice and provide a current address if they wish to be notified of the Draft NEPA Document's public circulation. The Draft NEPA Document is scheduled to be available for public review and comment in spring 2022.

PUBLIC DISCLOSURE STATEMENT: USACE believes it is important to inform the public of the environmental review process. To assist the USACE in identifying and considering issues related to the study, comments made during formal scoping and later on the draft NEPA document should be as specific as possible. Reviewers should structure their participation in the environmental review of the proposal so that it alerts USACE to the reviewers' position and concerns. It is very important that those interested in this study participate by the close of the scoping period so that substantive comments and objections are made available to the USACE at a time when we can meaningfully consider them for alternative development and incorporate them into the study, as appropriate.

Paul E. Owen,
Brigadier General, U.S. Army, Commanding.
[FR Doc. 2020-18226 Filed 8-19-20; 8:45 am]

BILLING CODE 3720-58-P

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Notice of Intent To Prepare an Environmental Impact Statement for construction of the Proposed Delta Conveyance Project, Sacramento, San Joaquin, Contra Costa, and Alameda Counties, CA

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of Intent.

SUMMARY: The U.S. Army Corps of Engineers Sacramento District (USACE), as the lead agency under the National Environmental Policy Act (NEPA), will prepare an Environmental Impact Statement (EIS) for construction of the Delta Conveyance Project. The California Department of Water Resources (DWR) is the project proponent and will be referred to hereafter as the Applicant. The EIS will analyze the Applicant's proposed action to construct new conveyance facilities in the Sacramento-San Joaquin Delta (Delta) which includes intake facilities on the Sacramento River, tunnel reaches and tunnel shafts, a southern forebay and pumping plant, and south Delta Conveyance facilities that would connect to the existing State Water Project (SWP) infrastructure.

ADDRESSES: U.S. Army Corps of Engineers, Sacramento Regulatory Division, Attn: Mr. Zachary Simmons, 1325 J Street, Room 1350, Sacramento, CA 95814-2922.

FOR FURTHER INFORMATION CONTACT: Questions about the proposed action and EIS can be answered by Mr. Zachary Simmons, at (916) 557-6746, by email at Zachary.M.Simmons@usace.army.mil; or mail at U.S. Army Corps of Engineers, Sacramento Regulatory Division, Attn: Mr. Zachary Simmons, 1325 J Street, Room 1350, Sacramento, CA 95814-2922. Requests to be placed on the electronic or surface mail notification lists should also be sent to this address. For further information or media inquiries, contact Mr. Paul Bruton at (916) 557-5166, or by email at spk-pao@usace.army.mil.

SUPPLEMENTARY INFORMATION: The proposed action requires permission from USACE is required under Section 14 of the Rivers and Harbors Act (RHA). In addition, the proposed work in navigable waters and discharge of dredge or fill material into waters of the U.S. requires authorization from USACE under Section 10 of the RHA of 1899 and Section 404 of the Clean Water Act.

1. *Proposed Action.* The project requiring an EIS involves construction of new conveyance facilities in the Delta that would connect to the existing SWP infrastructure. USACE's jurisdiction is limited to construction activities resulting in the discharge of dredge or fill material within waters of the U.S., work or structures within navigable waters, and modifications to the federal levees and navigation projects. The scope of the USACE NEPA review for operations of the new facilities is limited to potential effects to navigation and long-term operations and maintenance of the modifications to federal levees. The scope does not extend to the potential downstream effects from the diversion of water through new intakes or to the overall SWP and water deliveries.

The proposed action includes the construction of new intake facilities, a tunnel, and a forebay. Two new intake facilities would be located in the north Delta along the east bank of the Sacramento River between the communities of Clarksburg and Courtland. The new conveyance facilities would include a tunnel to convey water from the new intakes to a pumping plant and new southern forebay on Byron Tract, immediately west of the existing Clifton Court Forebay. A dual tunnel would connect the new facilities to the existing State Water Project (SWP) Banks Intake Canal in the south Delta. The new facilities would provide the SWP with an alternate location for diversion of water from the Delta and would be operated in coordination with the existing SWP south Delta pumping facilities, resulting in a system also known as "dual conveyance" because there would be two complementary methods to divert and convey water. Under the proposed project, the new north Delta facilities would be sized to convey up to 6,000 cubic feet per second (cfs) of water from the Sacramento River to the SWP facilities in the south Delta.

Because the proposed action would alter Federal levees and cross under a federal navigation project, permission from USACE is required under Section 14 of the Rivers and Harbors Act (RHA) (33 U.S.C. 408) (Section 408). In addition, the proposed work in navigable waters and discharge of dredge or fill material into waters of the U.S. requires authorization from USACE under Section 10 of the RHA (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344). Proposed project elements requiring a permit under Section 404 and/or Section 10 include the construction of the intakes within the Sacramento River and associated

intake facilities which include setback levees, two tunnel shafts, and temporary construction work areas. Project elements along the tunnel corridor include 13 crossings of navigable waterways, eight tunnel shafts, access roads and access road improvements, staging areas, tunnel material storage areas, and a barge landing within the Stockton Deep Water Ship Channel (SDWSC) at Lower Roberts Island. Project elements at the southern forebay facilities include construction of the new Southern Forebay, three tunnel shafts, one crossing of a navigable waterway, a pumping plant, outlet and control structure, tunnel material storage area, and temporary construction work areas. Proposed project elements requiring authorization under Section 408 include the crossing under the SDWSC, the barge landing within the SDWSC, and alterations to the Sacramento River Flood Control Project (SRFCP) to construct the intakes within the Sacramento River, associated intake facilities, and construction and maintenance of the setback levees along the Sacramento River. Compensatory mitigation would be required for unavoidable impacts to waters of the U.S. and would be developed during the EIS process.

Construction of the overall conveyance project, if approved, would take approximately 13 years, but the duration of construction at most locations would vary and would not extend for this full construction period. The future operation of the intakes after completion of construction would not be within control or responsibility of the Corps.

2. *Alternatives.* A number of project alternatives, including the no action alternative and the Applicant's preferred alternative will be evaluated in the EIS in accordance with NEPA (33 CFR part 230 (USACE NEPA Regulations) and 33 CFR part 325, Appendix B (NEPA Implementation Procedures for USACE Regulatory Projects). Current alternatives to be analyzed include variations of the proposed project. Options include two of three possible intake structures, multiple intake structure designs based on impact footprint and fish screen designs, intake and tunnel capacity between 3,000 to 7,500 cfs, and optimizing a tunnel alignment to minimize impacts within either a central Delta or eastern Delta corridor.

3. *Scoping Process.*

a. Affected Federal, State, regional, and local agencies; Native American Tribes; other interested private organizations; and the general public are invited to participate in the scoping

process. Comments can be submitted to the contacts identified above or submitted via the website identified in 4. *Scoping Meetings* below.

b. The EIS will analyze the environmental effects of construction on the aquatic environment and all other impacts that fall within the USACE jurisdiction. Potentially significant issues to be analyzed in depth include impacts to waters of the United States (including wetlands), the federal flood control project, and air quality. Other impacts include biological resources, special status species, hydrology and water quality, land use, navigation, water supply, aesthetics, recreation, and socioeconomic effects.

c. USACE has invited the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and the U.S. Environmental Protection Agency to participate as cooperating agencies in the preparation of the EIS. The Applicant is lead agency for the preparation of an Environmental Impact Report (EIR) under the California Environmental Quality Act for the proposed project. The two environmental reviews will be completed as separate, but parallel processes, and result in separate documents.

d. USACE will consult with the State Historic Preservation Officer and with Native American Tribes to comply with the National Historic Preservation Act, and with the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) to comply with the Endangered Species Act. USACE will also coordinate with the USFWS to comply with the Fish and Wildlife Coordination Act and with NMFS to comply with the Magnuson-Stevens Fishery Conservation and Management Act.

4. *Scoping Meetings.* Due to the current COVID-19 pandemic and in compliance with Army and USACE directives, no in-person public scoping meetings will be held. Members of the public are invited to view project information and a presentation on the USACE proposed action at <https://www.spk.usace.army.mil/Missions/Regulatory/Permitting/Environmental-Impact-Statements/>. Comments may be submitted via the website or through email or written comments submitted to the contacts listed above.

5. *Availability of the Draft EIS.* The draft EIS is scheduled to be available for

public review and comment in mid-2021.

Paul E. Owen,

Brigadier General, U.S. Army, Commanding.

[FR Doc. 2020–18197 Filed 8–19–20; 8:45 am]

BILLING CODE 3720–58–P

DEPARTMENT OF EDUCATION

[Docket No.: ED–2020–SCC–0090]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Comment Request; Master Generic Plan for Customer Surveys and Focus Groups

AGENCY: Department of Education (ED).

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, ED is proposing an extension of an existing information collection request (ICR).

DATES: Interested persons are invited to submit comments on or before September 21, 2020.

ADDRESSES: To access and review all the documents related to the information collection listed in this notice, please use <http://www.regulations.gov> by searching the Docket ID number ED–2020–SCC–0090. Comments submitted in response to this notice should be submitted electronically through the Federal eRulemaking Portal at <http://www.regulations.gov> by selecting the Docket ID number or via postal mail, commercial delivery, or hand delivery. If the www.regulations.gov site is not available to the public for any reason, ED will temporarily accept comments at ICDocketMgr@ed.gov. Please include the docket ID number and the title of the information collection request when requesting documents or submitting comments. *Please note that comments submitted by fax or email and those submitted after the comment period will not be accepted.* Written requests for information or comments submitted by postal mail or delivery should be addressed to the Director of the Strategic Collections and Clearance Governance and Strategy Division, U.S. Department of Education, 400 Maryland Ave. SW, LBJ, Room 6W208B, Washington, DC 20202–8240.

FOR FURTHER INFORMATION CONTACT: For specific questions related to collection activities, please contact Stephanie Valentine, 202–453–7061.

SUPPLEMENTARY INFORMATION: The Department of Education (ED), in accordance with the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C.

3506(c)(2)(A)), provides the general public and Federal agencies with an opportunity to comment on proposed, revised, and continuing collections of information. This helps the Department assess the impact of its information collection requirements and minimize the public's reporting burden. It also helps the public understand the Department's information collection requirements and provide the requested data in the desired format. ED is soliciting comments on the proposed information collection request (ICR) that is described below. The Department of Education is especially interested in public comment addressing the following issues: (1) Is this collection necessary to the proper functions of the Department; (2) will this information be processed and used in a timely manner; (3) is the estimate of burden accurate; (4) how might the Department enhance the quality, utility, and clarity of the information to be collected; and (5) how might the Department minimize the burden of this collection on the respondents, including through the use of information technology. Please note that written comments received in response to this notice will be considered public records.

Title of Collection: Master Generic Plan for Customer Surveys and Focus Groups.

OMB Control Number: 1800–0011.

Type of Review: An extension of an existing information collection.

Respondents/Affected Public: Individuals or households.

Total Estimated Number of Annual Responses: 451,325.

Total Estimated Number of Annual Burden Hours: 115,344.

Abstract: Surveys to be considered under this generic will only include those surveys that improve customer service or collect feedback about a service provided to individuals or entities directly served by ED. The results of these customer surveys will help ED managers plan and implement program improvements and other customer satisfaction initiatives. Focus groups that will be considered under the generic clearance will assess customer satisfaction with a direct service, or will be designed to inform a customer satisfaction survey ED is considering. Surveys that have the potential to influence policy will not be considered under this generic clearance.

Dated: August 17, 2020.

Stephanie Valentine,

PRA Coordinator, Strategic Collections and Clearance, Governance and Strategy Division, Office of Chief Data Officer, Office of Planning, Evaluation and Policy Development.

[FR Doc. 2020–18241 Filed 8–19–20; 8:45 am]

BILLING CODE 4000–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. CP20–481–000]

Rio Bravo Pipeline Company, LLC; Notice of Schedule for Environmental Review of the Rio Bravo Pipeline Project Amendment

On June 16, 2020, Rio Bravo Pipeline Company, LLC (RB Pipeline) filed an application in Docket No. CP20–481–000 requesting to amend the Certificate of Public Convenience and Necessity pursuant to Section 7(c) of the Natural Gas Act granted by the Federal Energy Regulatory Commission (Commission or FERC) for the Rio Bravo Pipeline Project in Docket No. CP16–455–000. The proposed project is known as the Rio Bravo Pipeline Project Amendment (Project Amendment), and RB Pipeline proposes to modify the pipeline facilities that will transport natural gas to Rio Grande LNG, LLC's previously approved (but not yet constructed) liquefied natural gas (LNG) Terminal in Cameron County, Texas.

On June 25, 2020, the Commission issued its Notice of Application for the Project Amendment. Among other things, that notice alerted agencies issuing federal authorizations of the requirement to complete all necessary reviews and to reach a final decision on a request for a federal authorization within 90 days of the date of issuance of the Commission staff's Environmental Assessment (EA) for the Project Amendment. This instant notice identifies the FERC staff's planned schedule for the completion of the EA for the Project Amendment.

Schedule for Environmental Review

Issuance of EA—November 16, 2020
90-day Federal Authorization Decision
Deadline—February 15, 2021

If a schedule change becomes necessary, additional notice will be provided so that the relevant agencies are kept informed of the Project Amendment's progress.