Information collection A	Number of respondents B	Frequency of response C	Responses per annum D	Burden hours per response E	Annual burden hours F	Hourly cost per response	Annual cost
MX Trust Opinion	25	10	250	4	1000	45.56	45,560.00
RR Certificate	25	10	250	0.08	20	45.56	911.20
Sponsor Agreement	25	10	250	0.05	12.5	45.56	569.50
Table of Contents	25	10	250	0.33	82.5	45.56	3,758.70
Issuance Statement	25	10	250	0.05	12.5	45.56	569.50
Tax Opinion	25	10	250	4	1000	45.56	45,560.00
Transfer Affidavit	25	10	250	0.08	20	45.56	911.20
Supplemental Statement	25	0.25	6.25	1	6.25	45.56	284.75
Final Data Statements (attached to closing letter)	25	10	250	32	8000	45.56	364,480.00
Accountants' Closing Letter	25	10	250	8	2000	45.56	91,120.00
Accountants' OSC Letter	25	10	250	8	2000	45.56	91,120.00
Structuring Data	25	10	250	8	2000	45.56	91,120.00
Financial Statements	25	10	250	1	250	45.56	11,390.00
Principal and Interest Factor File Specifications	25	10	250	16	4000	45.56	182,240.00
Distribution Dates and Statement	25	10	250	0.42	105	45.56	4,783.80
Term Sheet	25	10	250	2	500	45.56	22,780.00
New Issue File Layout	25	10	250	4	1000	45.56	45,560.00
Flow of Funds	25	10	250	0.16	40	45.56	1,822.40
Trustee Receipt	25	10	250	2	500	45.56	22,780.00
Subtotal			5,756.25		24,713.75		1,146,916.05
Platinum Securities							
Deposit Agreement	70	10	700	1	700	45.56	31,892.00
MBS Schedule	70	10	700	0.16	112	45.56	5,102.72
New Issue File Layout	70	10	700	4	2800	45.56	127,568.00
Principal and Interest Factor File Specifications	70	10	700	16	11200	45.56	510,272.00
Subtotal			2800		14,812.00		674,834.72
Total Annual Responses			8,556.25				
Total Burden Hours					39,525.75		
Total Cost							1,821,750.77

B. Solicitation of Public Comment

This notice is soliciting comments from members of the public and affected parties concerning the collection of information described in Section A on the following:

(1) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) The accuracy of the agency's estimate of the burden of the proposed collection of information;

(3) Ways to enhance the quality, utility, and clarity of the information to be collected; and

(4) Ways to minimize the burden of the collection of information on those who are to respond; including through the use of appropriate automated collection techniques or other forms of information technology, *e.g.,* permitting electronic submission of responses.

HUD encourages interested parties to submit comments in response to these questions.

C. Authority

44 U.S.C. 3507.

Joseph M. Gormley,

President of Government National Mortgage Association.

[FR Doc. 2026–24001 Filed 11–24–26; 8:45 am]

BILLING CODE 4210–67–P

DEPARTMENT OF THE INTERIOR

National Park Service

[NPS–KEMO–NPS0043230; PPSEKEMO00—PPMPSPD1Z.YM0000]

Written Determination: Bicycle Use at Kennesaw Mountain National Battlefield Park

AGENCY: National Park Service, Interior.

ACTION: Notice of written determination.

SUMMARY: The National Park Service determines that allowing bicycles on approximately 0.85 miles of new and existing multi-use trails within Kennesaw Mountain National Battlefield Park is consistent with the protection of the park's natural, scenic, and aesthetic values; safety considerations; and management objectives; and will not disturb wildlife or park resources.

DATES: Comments on this written determination must be received by 11:59 EDT on December 28, 2026.

ADDRESSES: You may submit comments on this written determination by either of the following methods:

(1) *Electronically:* Visit *https://parkplanning.nps.gov/kemo* and click on the link entitled ''Open for Comment''.

(2) *By hard copy:* Mail to Park Superintendent, Kennesaw Mountain National Battlefield Park, 900 Kennesaw Mountain Drive, Kennesaw, Georgia 30152.

Document Availability: The Old 41 Highway Widening and Improvements Environmental Assessment and Finding of No Significant Impact provide information and context for this written determination and are available online at *https://parkplanning.nps.gov/kemo.*

FOR FURTHER INFORMATION CONTACT: Patrick Gamman, Superintendent, Kennesaw Mountain National Battlefield Park, 770–427–4686, *patrick_gamman@nps.gov.*

SUPPLEMENTARY INFORMATION:

Background

The National Park Service (NPS), in cooperation with the Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT), and Cobb County, completed an Environmental Assessment (EA) in June 2025 to evaluate proposed improvements of Old 41 Highway within Kennesaw Mountain National Battlefield Park. The project is needed to reduce traffic congestion, reduce the frequency and severity of crashes, improve traffic and pedestrian safety at intersections, and reduce the queuing of traffic along Old 41 Highway for approximately 0.71 miles in the area between Stilesboro Road and Kennesaw Avenue within the park. This area attracts a high volume of both pedestrian and bicycle traffic. Among the elements analyzed in the EA was the construction of a new multi-use trail path and tunnel beneath the south leg of the Old 41 Highway/Stilesboro Road intersection and impacts of bicycle use on the new trail and on connecting trails. Public review of the EA occurred between August and October 2025.

Based on documentation and analysis provided in the EA and associated decision file, on February 25, 2026, the Acting Regional Director for Interior Region 2 signed a Finding of No Significant Impact (FONSI). The Selected Alternative complies with the procedural requirements in existing NPS regulations for the designation of trails for bicycle use within park areas. Appendix A in the EA documents the NPS's evaluation of the pathway surface suitability and soil conditions for accommodating bicycle use, including any maintenance, minor rehabilitation, or armoring to achieve sustainable conditions. Appendix A also addresses lifecycle maintenance costs, safety considerations, strategies to prevent or minimize user conflict, and measures to protect natural and cultural resources and mitigate potential impacts.

Written Determination

NPS regulations in 36 CFR 4.30 require the NPS to determine that bicycle use on the existing Noonday Trail and the Mountain to River Trail, and in the new tunnel and on the connecting trail segments, is consistent with the protection of the park area's natural, scenic and aesthetic values, safety considerations and management objectives, and will not disturb wildlife or park resources. The EA and the FONSI provide information and context for this written determination, including additional analysis of the potential effects of bicycle use on park resources and visitors. The EA and FONSI are available online on the park's planning page at the link provided in the **ADDRESSES** section.

Park Significance, Purpose, and Values

Kennesaw Mountain National Battlefield Park encompasses approximately 2,923 acres of mostly hardwood forest that preserves a Civil War battleground of the Atlanta Campaign in Cobb County, Georgia. The park is located about 25 miles northwest of downtown Atlanta within the northern suburbs of the greater Atlanta metropolitan area, which has a population of about 5 million people. The name Kennesaw is derived from the Cherokee Indian ''Gah-nee-sah'' meaning cemetery or burial ground. This name became a self-fulfilling prophecy when the Battle of Kennesaw Mountain resulted in 5,350 casualties between June 19, 1864, and July 2, 1864.

Ultimately, more than 67,000 soldiers were killed, wounded, and captured during some of the heaviest fighting of Atlanta Campaign of the Civil War. The battle was a crucial engagement in General William T. Sherman's campaign to advance into Georgia and capture Atlanta, the Confederacy's key transportation and manufacturing center. Facing General Joseph E. Johnston's smaller Confederate force, Sherman's numerically superior army steadily pushed south through a series of engagements. At Kennesaw Mountain, Confederate troops held strong defensive positions, but Sherman eventually outflanked them and forced a retreat. The loss of Kennesaw Mountain opened the path to Atlanta, whose fall in September 1864 strengthened Union morale and contributed to President Abraham Lincoln's reelection.

The purpose of the park is to preserve, protect, and interpret, for the benefit and inspiration of the people, the historical and natural features of this major battle site in the American Civil War's 1864 Atlanta Campaign.

Significance statements express why a park's resources and values are important enough to merit designation as a unit of the National Park System. These statements are linked to the purpose of the park, and are supported by data, research, and consensus. Statements of significance describe the distinctive nature of the park and why an area is important within a global, national, regional, and systemwide context. They focus on the most important resources and values that will assist in park planning and management. The following significance statements have been identified for the park.

- The park is the only nationally designated battle site that commemorates the 1864 Atlanta Campaign. Union victory in this campaign ensured the re-election of Abraham Lincoln and thereby the eventual preservation of the Union.
- The park preserves 8.9 miles of original Civil War field fortifications, which were decisive elements in later stages of the American Civil War.
- The park is the largely intact site of a major Civil War battle, contained within one of the largest contiguous federally managed public green spaces in a major metropolitan area of the United States.

The battlefield was set aside as an important cultural property dedicated to public inspiration and interpretation of the significant historic events that occurred here. The size of this forested historic battleground makes it the largest green space in the 13-county metropolitan Atlanta region that does not charge an entrance fee. As a result, approximately 1.18 million recreational visitors came to the battlefield in 2025 to enjoy its history and natural resources.

Fundamental resources and values of the park are those features, systems, processes, experiences, stories, scenes, sounds, smells, or other attributes that are essential to achieving the purpose of the park and maintaining its significance. The park's 2013 Foundation Document identifies the following fundamental resources and values of the park: (1) General Sherman's military strategy; (2) Cheatham Hill memorialization; (3) historic transportation corridors; (4) field fortifications; and (5) urban wildlands experience.

Natural, Scenic and Aesthetic Values

The new tunnel and connecting trail segments will be designed to uphold the natural, scenic, and aesthetic conditions of where they are located in the park, consistent with management zones established in the 1983 General Management Plan (GMP). The existing Noonday and Mountain to River Trails are each paved 10 feet wide trails. The new tunnel and connecting trail segments will have design specifications that are consistent with the Noonday Trail in terms of width and pavement material. Signage will primarily focus on wayfinding and will be limited and designed to be as visually unobtrusive as possible. Continuing to allow bicycle use on the existing trails will have no adverse impacts to natural, scenic, and aesthetic values because this use is

ongoing and has no effect to these resources along Old Highway 41. Furthermore, bicycle use enhances connectivity to county-wide trail networks while fostering a deeper enjoyment and appreciation of the surrounding landscape among users.

Safety Considerations

Given its location within the park, the project area experiences significant pedestrian and bicycle traffic. To accommodate these users, the construction of a tunnel beneath the south leg of the Old 41 Highway/Stilesboro Road intersection was included in the Selected Alternative. The existing Noonday Trail and the Mountain to River Trail, and the new tunnel will be connected with new trail segments. The tunnel will enable park visitors utilizing the park overflow lot to access park amenities without having to cross Stilesboro Road at grade, thereby eliminating potential conflicts between vehicles and bicyclists/pedestrians. Additionally, the existing side path along the south side of Old 41 Highway (comprising the Noonday Creek Trail west of Stilesboro Road and the Mountain to River Trail east of Stilesboro Road) will be preserved in its current location following the project's completion and the removal of the existing roadway pavement. This arrangement will help maintain a safe separation between the high traffic volumes on Old 41 Highway and pedestrian and bicycle users.

Monitoring of the Noonday Trail, Mountain to River Trail, the tunnel and connecting trail segments will be conducted to assess the effectiveness of the new facilities in meeting safety and accessibility goals. Monitoring will ensure that the established trail guidelines are met to reduce the likelihood of user conflicts and injuries. Conflicts and congestion will be minimized using wayfinding signs and the use of educational materials to educate users about trail rules and appropriate behavior.

Management Objectives

Overall management objectives for the park are guided by NPS Management Policies 2006, which direct superintendents to develop management plans that allow for recreation in National Park System units, but in a manner that avoids unacceptable impacts to park resources or values. See NPS Management Policies 2006, Section 8.2.2.1. They also emphasize the need for alternative transportation systems, especially those that promote nonmotorized means of accessing and moving within System units. See NPS Management Policies 2006, Section 9.2. Consistent with these NPS-wide policies, the NPS has established management objectives for the park in the GMP and Foundation Document and the Multi Use Trails Along Cheatham Hill road, Dallas Highway, and Burnt Hickory road EA with Cobb County and GDOT. These documents promote an appropriate balance between visitor access and enjoyment, and the protection of park resources. One way to further this management objective is to increase visitor appreciation and understanding of the resources and values of the park by providing experiences that foster deeper connections with them. This strategy enhances visitor satisfaction and promotes responsible recreation, as users are encouraged to experience and respect the natural and cultural resources found throughout the park.

Future maintenance and rehabilitation of the Noonday Trail, Mountain to River Trail, the tunnel and connecting trail segments will be the responsibility of Cobb County through a future maintenance agreement. A Cooperative Management Agreement between Cobb County and the National Park Service will outline the roles and responsibilities for maintaining these trails and connecting segments.

Wildlife and Park Resources

The EA and the FONSI concluded that resources in the park, including cultural and natural resources and sensitive species, will not be impaired or significantly impacted by continued bicycle use on the existing trails or expanded bicycle use on the new multi-use path and tunnel. Although trails that allow bicycle use are prone to short-term impacts along trail edges when bikers occasionally travel off trail into vegetated areas, the NPS can mitigate these impacts through trail design and visitor education. The plan would be implemented in an area that receives frequent human visitation. Local wildlife are habituated to human use of the landscape and typically avoid encounters with humans; as a result, continued public use of trails would not adversely affect wildlife. Bicycling and other non-motorized uses would not contribute to the loss of habitat that is detrimental to wildlife because visitors generally stay on or close to trails. Ongoing and planned trail maintenance by the park and Cobb County will reduce adverse impacts by addressing graffiti, trash, damaged trail surfaces or rutting along the pathways from bicycle and pedestrian use.

Electric Bicycles

The use of an electric bicycle (as defined in NPS regulations at 36 CFR 1.4) may be allowed on park roads, parking areas, and administrative roads and trails that are otherwise open to bicycles. The Superintendent will designate the areas open to electric bicycles, or specific classes of electric bicycles, and notify the public pursuant to 36 CFR 1.7, as set forth in 36 CFR 4.30(i).

Determination

Based upon the foregoing, the NPS determines allowing bicycle use on the 0.85 miles of the Noonday Creek Trail, Mountain to River Trail, tunnel and new connecting trail segments is consistent with the protection of the park's natural, scenic and aesthetic values; safety considerations; and management objectives; and will not disturb wildlife or park resources.

Patrick E. Gamman,

Superintendent.

[FR Doc. 2026–23998 Filed 11–24–26; 8:45 am]

BILLING CODE 4312–52–P

DEPARTMENT OF THE INTERIOR

Bureau of Reclamation

[RR83550000, 267R5065C6, RX.59389832.1009676]

Quarterly Status Report of Water Service, Repayment, and Other Water-Related Contract Actions

AGENCY: Bureau of Reclamation, Interior.

ACTION: Notice of contract actions.

SUMMARY: Notice is hereby given of contractual actions that have been proposed to the Bureau of Reclamation (Reclamation) and are new, discontinued, or completed since the last publication of this notice. This notice informs the public about proposed contractual actions for capital recovery and management of project resources and facilities consistent with section 9(f) of the Reclamation Project Act of 1939.

ADDRESSES: The identity of the approving officer and other information pertaining to a specific contract proposal may be obtained by calling or writing the appropriate regional office at the address and telephone number given for each region in the **SUPPLEMENTARY INFORMATION** section of this notice.

FOR FURTHER INFORMATION CONTACT: Morgan Raymond, Reclamation Law Division, Bureau of Reclamation, P.O. Box 25007, Denver, Colorado 80225–