

address broad questions and likely environmental effects for the entire corridor including, but not limited to, the type of service(s) being proposed, including cities and stations served, route alternatives, service levels, types of operations (speed, electric, or diesel powered), ridership projections, major infrastructure components, and identification of major terminal area or facility capacity constraints. Subsequent phases or tiers will analyze, at a greater level of detail, narrower site-specific proposals based on any decisions made in the Tier-1 EIR/EIS.

Alternatives

Alternatives to be evaluated and analyzed in the Program EIR/EIS include a no-action (No-Project or No-Build) scenario and an alternative with multiple options that considers the construction of incremental, independent passenger rail improvements in the LOSSAN North rail corridor. Possible environmental impacts include displacement of commercial and residential properties; disproportionate impacts to minority and low-income populations; community and neighborhood disruption; increased noise and vibration along the rail corridor; traffic impacts associated with stations; effects to historic properties or archaeological sites; impacts to parks and recreation resources; visual quality effects; exposure to seismic and flood hazards; impacts to water resources, wetlands, and sensitive biological species and habitat; land use compatibility impacts; energy use; and impacts to agricultural lands.

No-Build Alternative

The no action (No-Project or No-Build) alternative is defined to serve as the baseline for comparison of all alternatives. The No-Build Alternative represents the State's transportation system (highway, air, and rail) as it exists, and as it would exist after completion of programs or projects currently funded or being implemented. The No-Build Alternative would draw upon the following sources of information:

- State Transportation Improvement Program (STIP).
- Regional Transportation Plans (RTPs) for all modes of travel.
- Airport plans.
- Passenger rail plans.

Passenger Rail Alternative and Options

The LOSSAN North Program improvements are incremental, independent rail upgrade projects to the LOSSAN corridor. The Passenger Rail

Alternative will have "options" that consider timing of the improvements and logical groupings of improvements that reflect likely funding scenarios. The upgrade of the LOSSAN rail corridor was previously studied in the LOSSAN North Corridor Strategic Plan issued in October 2007, which identified major improvements that could be undertaken between the Los Angeles Union Station and the San Luis Obispo Amtrak Station. The improvements to be discussed in the program EIR/EIS may include:

- Track upgrades.
- Curve realignments.
- Siding extensions and upgrades.
- Addition of second main track.
- Grade separations.
- Station and platform upgrades.
- Track realignments.
- Run-through tracks.
- Pedestrian crossing upgrades.
- Installation of Centralized Traffic Control (CTC).

Scoping and Comments

FRA encourages broad participation in the EIR/EIS process during scoping and subsequent review of the resulting environmental document. Letters describing the proposed project and soliciting comments were sent to appropriate Federal, State, and local agencies, and appropriate railroads. Comments and suggestions are invited from all interested agencies and the public at large to insure the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. In particular, FRA is interested in determining whether there are areas of environmental concern where there might be the potential for significant impacts identifiable at a program level. Public agencies with jurisdiction are requested to advise the FRA and Caltrans of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed improvements.

Scoping meetings will be advertised locally and are planned for the following major cities along the LOSSAN North rail corridor at the dates and times indicated:

- Los Angeles: January 10, 2011; 5 through 7 PM; Los Angeles County Metropolitan Transportation Authority (Metro) Headquarters—Board Room One Gateway Plaza, Los Angeles, CA.
- Ventura: January 11, 2011; 5 through 7 PM; Camarillo Public Library,

4101 Las Posas Road, Camarillo, CA 93010.

- Santa Barbara: January 12, 2011; 5 through 7 PM; Louise Lowry Davis Center, Lu Gilbert Room, 1232 De La Vina St., Santa Barbara, CA, 93101.
- San Luis Obispo: January 13, 2011; 5 through 7 PM; San Luis Obispo City/County Public Library, Community Room, 995 Palm Street, San Luis Obispo, CA 93401.

Persons interested in providing comments on the scope of the Tier-1 EIR/EIS should do so by February 3, 2011. Comments can be sent in writing to Ms. Melissa Elefante DuMond at the FRA address identified above. Comments may also be addressed to Ms. Lea Simpson of Caltrans at their address identified above. Information regarding the environmental review process and technical studies will be made available through Caltrans' rail services Internet site: <http://www.amtrakcalifornia.com/>.

Issued in Washington, DC, on December 28, 2010.

Karen Rae,

Deputy Administrator, Federal Railroad Administration.

[FR Doc. 2010-33146 Filed 1-3-11; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Saint Lawrence Seaway Development Corporation

Advisory Board; Notice of Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. I), notice is hereby given of a meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation (SLSDC), to be held from 1 p.m. (EDT) on Monday, January 24, 2011, via conference call at the Corporation's Administration Headquarters, Suite W32-300, 1200 New Jersey Avenue, SE., Washington, DC. The agenda for this meeting will be as follows: Opening Remarks; Consideration of Minutes of Past Meeting; Quarterly Report; Old and New Business; Closing Discussion; Adjournment.

Attendance at the meeting is open to the interested public but limited to the space available. With the approval of the Administrator, members of the public may present oral statements at the meeting. Persons wishing further information should contact, not later than Wednesday, January 19, 2011, Anita K. Blackman, Chief of Staff, Saint Lawrence Seaway Development Corporation, 1200 New Jersey Avenue,

SE., Washington, DC 20590; 202-366-0091.

Any member of the public may present a written statement to the Advisory Board at any time.

Issued at Washington, DC, on December 28, 2010.

Collister Johnson, Jr.,
Administrator.

[FR Doc. 2010-33217 Filed 1-3-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 55 (Sub-No. 659X)]

CSX Transportation, Inc.— Abandonment Exemption—in Allegany County, Md.

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of exemption.

SUMMARY: Under 49 U.S.C. 10502, the Board is granting a petition for exemption from the requirements of 49 U.S.C. 10904(f)(4)(A) to permit Eighteen Thirty Group, LLC (Eighteen Thirty) to go forward with its plan to acquire and restore to service an 8.54-mile line of railroad between milepost BAI 27.0 near Morrison and milepost BAI 18.46 at the end of the track near Carlos, in Allegany County, Md. (the Line). Eighteen Thirty is seeking to acquire the Line as a result of the bankruptcy of James Riffin through an agreement with Mark J. Friedman, Chapter 7 Trustee of the Bankruptcy Estate of James Riffin. Because the line previously was acquired from CSX Transportation, Inc. (CSXT) pursuant to the Board's offer of financial assistance provisions at 49 U.S.C. 10904 and 49 CFR 1152.27, section 10904(f)(4)(A) otherwise would prohibit the transfer of the Line to any entity other than CSXT until July 10, 2011.

DATES: The Board's decision granting this exemption will be effective on December 30, 2010. Petitions to reopen must be filed by January 18, 2011.

ADDRESSES: An original and 10 copies of all pleadings, referring to AB 55 (Sub-No.659X), must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on petitioner's representative: John D. Heffner, John D. Heffner, PLLC, 1750 K Street, NW., Suite 200, Washington, DC 20006.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 245-0395. Assistance for the hearing impaired is

available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: December 29, 2010.

By the Board, Chairman Elliott, Vice Chairman Mulvey, and Commissioner Nottingham.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2010-33191 Filed 1-3-11; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF THE TREASURY

Fiscal Service

Application and Renewal Fees Imposed on Surety Companies and Reinsuring Companies Increase in Fees Imposed

AGENCY: Financial Management Service, Fiscal Service, Department of the Treasury.

ACTION: Application and Renewal Fees Imposed on Surety Companies and Reinsuring Companies Increase in Fees Imposed.

SUMMARY: Effective December 31, 2010, The Department of the Treasury, Financial Management Service, is increasing the fees it imposes on and collects from surety companies and reinsuring companies.

FOR FURTHER INFORMATION CONTACT: Surety Bond Branch at (202) 874-6850.

SUPPLEMENTARY INFORMATION: The fees imposed and collected, as referred to in 31 CFR 223.22, cover the costs incurred by the Government for services performed relative to qualifying corporate sureties to write Federal business. These fees are determined in accordance with the Office of Management and Budget Circular A-25, as amended. The change in fees is the result of a thorough analysis of costs associated with the Surety Bond Branch.

The new fee rate schedule is as follows:

(1) Examination of a company's application for a Certificate of Authority as an acceptable surety or as an acceptable reinsuring company on Federal bonds—\$9,300.

(2) Determination of a company's continued qualification for annual renewal of its Certificate of Authority—\$5,450.

(3) Examination of a company's application for recognition as an

Admitted Reinsurer (except on excess risks running to the United States)—\$3,275.

(4) Determination of a company's continued qualification for annual renewal of its authority as an Admitted Reinsurer—\$2,325.

Questions concerning this notice should be directed to the Surety Bond Branch, Financial Accounting and Services Division, Financial Management Service, Department of the Treasury, 3700 East West Highway, Room 6F01, Hyattsville, MD 20782, Telephone (202) 874-6850.

Dated: December 27, 2010.

Linda S. Kimberling,

Assistant Commissioner for Management (CFO), Financial Management Service.

[FR Doc. 2010-33061 Filed 1-3-11; 8:45 am]

BILLING CODE 4810-35-M

DEPARTMENT OF THE TREASURY

Fiscal Service

Surety Companies Acceptable on Federal Bonds Change in NAIC Number and State of Incorporation; Westchester Fire Insurance Company

AGENCY: Financial Management Service, Fiscal Service, Department of the Treasury.

ACTION: Notice.

SUMMARY: This is Supplement No. 6 to the Treasury Department Circular 570, 2010 Revision, published July 1, 2010, at 75 FR 38192.

FOR FURTHER INFORMATION CONTACT: Surety Bond Branch at (202) 874-6850.

SUPPLEMENTARY INFORMATION: Notice is hereby given that effective January 1, 2011, Westchester Fire Insurance Company's NAIC # has changed to 10030 due to its merger with ACE Indemnity Insurance Company. In addition due to the merger its state of incorporation has change from New York to Pennsylvania. Federal bond-approving officials should annotate their reference copies of the Treasury Department Circular 570 ("Circular"), 2010 Revision, to reflect this change.

The Circular may be viewed and downloaded through the Internet at <http://www.fms.treas.gov/c570>.

Questions concerning this notice may be directed to the U.S. Department of the Treasury, Financial Management Service, Financial Accounting and Services Division, Surety Bond Branch, 3700 East-West Highway, Room 6F01, Hyattsville, MD 20782.