

to the Government Peak Subunit of Hatcher Pass. The proposed actions include the construction of access roads, parking lots, and enclosed transit facilities. *Final agency actions:* Section 106 finding of no historic properties affected; Section 4(f) determination; and a Record of Decision dated January 2011. *Supporting documentation:* Final Environmental Impact Statement dated November 2010.

2. *Project name and location:* Bus Rapid Transit Project, Pitkin, Eagle, and Garfield Counties, CO. *Project sponsor:* Roaring Fork Transportation Authority. *Project description:* The project consists of a Bus Rapid Transit project with service along approximately 40 miles of Colorado State Highway 82 from Glenwood Springs to Aspen, CO. The project includes 18 buses, nine stations, and five park and ride lots. *Final agency actions:* Section 106 finding of no historic properties affected; no use of Section 4(f) properties; project-level air quality conformity; and a Finding of No Significant Impact (FONSI) dated November 2010. *Supporting documentation:* Environmental Assessment dated August 2010.

3. *Project name and location:* Second Avenue Subway, New York, NY. *Project sponsor:* Metropolitan Transportation Authority. *Project description:* The Second Avenue Subway project is the phased construction of a new 8.5-mile subway line under Second Avenue in Manhattan from 125th Street to Hanover Square in Lower Manhattan. It includes sixteen new stations which will be accessible by persons with disabilities. FTA has agreed to partially fund the first phase of the project which will run between 105th Street and 62nd Street and will connect to the existing F line at 63rd Street, so that Phase 1 can be operated before the other phases are built. Various changes to Phase 1 have been evaluated in a number of technical memorandums. *Final agency actions:* FTA determination that neither a supplemental environmental impact statement nor a supplemental environmental assessment is necessary. *Supporting documentation:* Technical Memorandum No. 8 assessing design changes for the 86th Street Station Ancillary Facility #2 dated January 2011.

4. *Project name and location:* Sugar House Streetcar Project, South Salt Lake and Salt Lake City, Salt Lake County, UT. *Project sponsor:* Utah Transit Authority. *Project description:* The project is a 2-mile streetcar line on an existing railroad right-of-way between 1700 South and Interstate 80 in Salt Lake County, UT. The streetcar will connect a commercial center to the

existing TRAX light rail system. *Final agency actions:* Section 4(f) determination; Section 106 finding of no adverse effect; project-level air quality conformity; and a Finding of No Significant Impact (FONSI) signed February 2011. *Supporting documentation:* Environmental Assessment dated November 2010.

Issued on: April 1, 2011.

Elizabeth S. Riklin,
Deputy Associate Administrator for Planning and Environment, Washington, DC.

[FR Doc. 2011-8225 Filed 4-6-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number MARAD 2010 0115]

Finding of No Significant Impact (FONSI) for the Beaumont Layberth Facility

AGENCY: U.S. Department of Transportation, Maritime Administration.

ACTION: Notice of Availability of Finding of No Significant Impact.

SUMMARY: Notice is hereby given that the Maritime Administration, of the U.S. Department Transportation (US DOT) has made available to interested parties the Finding of No Significant Impact (FONSI) for the Beaumont Layberth Facility. An environmental assessment (EA) and FONSI have been prepared pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 *et seq.*) in accordance with the Council on Environmental Quality (CEQ) regulations for implementing the procedural provisions of NEPA (40 CFR 1500–1508).

The purpose of the EA is to evaluate the potential environmental impacts from the construction of a Layberth facility that can accommodate eight Large Medium Speed Roll-on/Roll-off sized vessels at the Beaumont National Defense Reserve Fleet anchorage. A preliminary cost feasibility assessment determined that building a permanent Layberth facility would be more cost-effective over the long term than using commercial Layberth facilities.

FOR FURTHER INFORMATION CONTACT: Kris Gilson 1200 New Jersey Ave., SE., Washington, DC 20590; phone (202) 366-1939; or e-mail Kristine.gilson@dot.gov. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 to contact the above

individuals during business hours. The FIRS is available twenty-four hours a day, seven days a week, to leave a message or question with the above individuals. You will receive a reply during normal business hours. A copy of the Final EA and Finding of No Significant Impact can be obtained or viewed online at <http://www.regulations.gov>. The files are in a portable document format (pdf); in order to review or print the document, users need to obtain a free copy of Acrobat Reader. The Acrobat Reader can be obtained from <http://www.adobe.com/prodindex/acrobat/readstep.html>.

By Order of the Maritime Administrator.
Dated: March 31, 2011.

Christine Gurland,
Secretary, Maritime Administration.

[FR Doc. 2011-8080 Filed 4-6-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 290 (Sub-No. 323X)]

The Alabama Great Southern Railroad Company—Abandonment Exemption—in Saint Bernard Parish, LA

The Alabama Great Southern Railroad Company (AGS),¹ filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon a 3.50-mile rail line between mileposts 1.00–PT and 4.50–PT, near Toca, in Saint Bernard Parish, La.² The line traverses United States Postal Service Zip Code 70085.

AGS has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) no overhead traffic has moved over the line for at least 2 years, and that overhead traffic, if there were any, could be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR

¹ AGS is a wholly-owned subsidiary of Norfolk Southern Railway Company.

² Service on the line (plus an additional segment between mileposts 0.00–PT and 1.00–PT) was discontinued in 2006 pursuant to Board authorization in *Alabama Great Southern Railroad—Discontinuance of Service Exemption—in Saint Bernard Parish, La.*, Docket No. AB 290 (Sub-No. 273X) (served July 18, 2006).