

20 public comment meetings held along the proposed pipeline route in Montana, South Dakota, Nebraska, Oklahoma, and Texas, as well as in Washington, DC. As a result, over 8,000 separate comments were received and reviewed. In an adequacy assessment of the draft EIS, DOS determined that no new issues of substance emerged from the comments received. However, after the draft EIS was issued, additional and updated information became available related to the proposed Project and its potential impacts on the environment. Although the adequacy determination for the draft EIS indicated that it would not be mandatory to issue a supplemental document to comply with NEPA, DOS decided that decision-makers and the public would benefit from additional public review of, and comment on, both the information that was not available at the time the draft EIS was issued and the portions of the EIS that were revised to address the new information and comments on the draft EIS.

The SDEIS includes revised information on the proposed Project facilities, including design, construction, and maintenance; additional regulatory requirements; and additional potential connected actions. The SDEIS includes additional information on existing groundwater conditions and potential impacts to groundwater that could result from an accidental discharge from the proposed Project, expanded information on the potential impacts of an accidental discharge from the proposed Project, additional alternatives to the proposed Project, and expanded environmental justice considerations. The SDEIS also includes additional information on the composition of crude oils that would be transported by the proposed Project in comparison to other heavy crude oils, potential refinery emissions, and greenhouse gas (GHG) and climate change considerations. Appendices to the SDEIS include copies of new reports and other documents relevant to the proposed Project, petroleum market impacts, lifecycle GHG emissions, and additional requirements for pipeline construction, operation, maintenance, and inspection.

Copies of the SDEIS have been mailed to interested Federal, state and local agencies; public interest groups; individuals and affected landowners who requested a copy of the SDEIS; libraries; newspapers; and other stakeholders. A list of public libraries to which copies of the SDEIS have been mailed is available online at <http://www.keystonepipeline-xl.state.gov>. If you would like to request that a copy be sent to a public library not already on

this list or to an organization involved with the Project, please e-mail YuanAW@state.gov. Copies will be mailed while supplies last.

Comment Procedures: Any person wishing to comment on the SDEIS may do so. DOS requests that comments be limited to the subject matter addressed in this SDEIS. DOS will only respond to comments that directly address information provided in the SDEIS. DOS will consider only those comments received by the end of the comment period during preparation of the final EIS. To ensure consideration prior to issuance of the final EIS (a prerequisite to a DOS decision on the proposal), it is important that DOS receive your comments no later than June 6, 2011 (45 days after publication of this notice). Comments on the SDEIS can be submitted to DOS using any of the following methods:

- **DOS Keystone XL Project Web site:** <http://www.keystonepipeline-xl.state.gov>.
- **E-mail to:** keystonexl@cardno.com.
- **Mail to:** Keystone XL EIS Project, P.O. Box 96503–98500, Washington, DC 20090–6503.
- **Fax:** 206–269–0098.

Comments received will be included in the Administrative Record without change and may, at the sole discretion of DOS, be made available on-line at <http://www.keystonepipeline-xl.state.gov>, including any personal information provided, unless the commenter indicates that the comment includes information claimed to be confidential business information (CBI) or other information whose disclosure is restricted by statute. If you submit an electronic comment, we recommend that you include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If we cannot read your comment because of technical difficulties and cannot contact you for clarification, we may not be able to consider your comment. Electronic comments should avoid the use of any special characters, any form of encryption, and be free of any defects or viruses.

DOS will publish and distribute a final EIS that will contain responses to timely and relevant comments received on the SDEIS, as well as to the comments on the draft EIS that were previously submitted to DOS. The final EIS will also include text revised in response to comments on the draft EIS and the SDEIS. From the date of issuance of the final EIS, the public will have 30 days to comment and cooperating agencies will have 90 days

to comment before DOS makes a determination under Executive Order 13337 on whether issuance of this permit is in the U.S. national interest. DOS will host a public meeting in Washington, DC following issuance of the final EIS.

Further Information: Additional information on the proposed Keystone XL Project is available for viewing and download at the DOS Keystone XL Project related Web site: <http://www.keystonepipeline-xl.state.gov>. Information on the Web site includes the Keystone application for a Presidential Permit, including associated maps and drawings; the draft EIS and the SDEIS; a 2010 report prepared by EnSys Energy and Systems, Inc. (EnSys) that was contracted by the U.S. Department of Energy, Office of Policy & International Affairs to evaluate different North American crude oil transport scenarios through 2030 to assist DOS in better understanding the potential impacts of the presence or absence of the proposed Project on U.S. refining and petroleum imports and also on international markets; a list of libraries where the draft EIS and SDEIS may be viewed; and other Project information.

Additional information on the proposed Keystone XL Project in Montana is available at: <http://svc.mt.gov/deq/wmaKeystoneXL/>.

Dated: April 15, 2011.

Willem H. Brakel,

*Director, Office of Environmental Policy,
Bureau of Oceans and International,
Environmental and Scientific Affairs.*

[FR Doc. 2011–9858 Filed 4–21–11; 8:45 am]

BILLING CODE 4710–07–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35488]

Three Notch Railway, LLC— Acquisition and Operation Exemption—Three Notch Railroad Co., Inc.

Three Notch Railway, LLC (TNRW), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Three Notch Railroad Co., Inc. (TNHR) and to operate approximately 34 miles of rail line¹ extending between approximately right-of-way station 22+57 at the interchange

¹ TNRW is acquiring the line from TNHR as part of a transaction whereby newly created noncarrier subsidiaries of RailAmerica Transportation Corp., are acquiring the rail assets of certain subsidiaries of Gulf & Ohio Railways, Inc.

point with CSX Transportation, Inc., in Georgiana, Ala., and milepost 581.3 at Andalusia, Ala. Additionally, TNRW will be assigned TNHR's agreement with Andalusia & Conecuh Railroad Company, which was assigned to TNHR by the Alabama & Florida Railway Company, to lease and operate a rail line between milepost S428+4706 feet and milepost S425+5170 feet in Andalusia.

This transaction is related to 3 concurrently filed verified notices of exemption, as follows: Docket No. FD 35486, *RailAmerica, Inc., Palm Beach Holdings, Inc., RailAmerica Transportation Corp., RailTex, Inc., Fortress Investment Group, LLC, and RR Acquisition Holding, LLC—Continuance in Control Exemption—Conecuh Valley Railway, LLC, Three Notch Railway, LLC, and Wiregrass Central Railway, LLC*, in which RailAmerica and its subsidiaries seek to continue in control of TNRW, Conecuh Valley Railway, LLC, and Wiregrass Central Railway, LLC, upon those noncarriers' becoming Class III rail carriers; Docket No. FD 35487, *Conecuh Valley Railway, LLC—Acquisition and Operation Exemption—Conecuh Valley Railroad Co., Inc.*, wherein Conecuh Valley Railway, LLC seeks to acquire and operate approximately 15.04 miles of rail line between milepost 374.96 at or near Troy, and the end of the line at approximately milepost 390.00 at or near Goshen, in Pike County, Ala.; and Docket No. FD 35489, *Wiregrass Central Railway, LLC—Acquisition and Operation Exemption—Wiregrass Central Railroad Company, Inc.*, wherein Wiregrass Central Railway, LLC seeks to acquire and operate approximately 21.2 miles of rail line between milepost 800.00 at Waterford and milepost 821.2 near Newton, in Coffee and Dale Counties, Ala.¹

The parties intend to consummate the transaction on or after May 8, 2011.

TNRW certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than April 29, 2011 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35488, 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 Louis E. Gitomer, 600 Baltimore Ave., Suite 301, Towson, MD 21204.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: April 18, 2011.

By the Board.

Rachel D. Campbell,
Director, Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2011-9785 Filed 4-21-11; 8:45 am]

BILLING CODE 4915-01-P

approximately milepost 390.00 at or near Goshen, in Pike County, Ala.; and Docket No. FD 35488, *Three Notch Railway, LLC—Acquisition and Operation Exemption—Three Notch Railroad Co., Inc.*, wherein Three Notch Railway, LLC seeks to acquire and operate approximately 34 miles of rail line extending approximately between right-of-way station 22+57 at the interchange point with CSX Transportation, Inc., in Georgiana, Ala., and milepost 581.3 at Andalusia, Ala.

The parties intend to consummate the transaction on or after May 8, 2011.

WCR certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than April 29, 2011 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35489, 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 Louis E. Gitomer, 600 Baltimore Ave., Suite 301, Towson, MD 21204.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: April 18, 2011.

By the Board.

Rachel D. Campbell,
Director, Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2011-9832 Filed 4-21-11; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35487]

Conecuh Valley Railway, LLC—Acquisition and Operation Exemption—Conecuh Valley Railroad Co., Inc.

Conecuh Valley Railway, LLC (CVR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Conecuh Valley Railroad Co., Inc. (COEH), and to operate

¹ WCR is acquiring the line from WGCR as part of a transaction whereby newly created noncarrier subsidiaries of RailAmerica Transportation Corp., are acquiring the assets of certain subsidiaries of Gulf & Ohio Railways, Inc.