

**DEPARTMENT OF DEFENSE****Department of the Army; Corps of Engineers****Availability of the Proposed Report of the Chief of Engineers and the Final Joint Environmental Impact Statement/ Environmental Impact Report Within the City of San Clemente Extending 3,412 ft (1,040 m) From Linda Lane to T Street**

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

**ACTION:** Notice of availability.

**SUMMARY:** This announces the availability of the Proposed Report of the Chief of Engineers and the Final Joint Environmental Impact Statement/ Environmental Impact Report (FEIS/R) which analyzes the potential environmental effects associated with the proposed action and alternatives for providing shoreline protection to approximately 3,412 feet ([ft], 1,040 meters [m]) of the San Clemente shoreline from coastal storms. Maintaining the beach is needed to prevent the beach erosion that results from winter storms and to prevent damage to adjacent commuter and national defense rail line that runs along the beach through the City. In addition, the loss of sand at the beach would have an impact on City beachfront structures and beach recreation, which contributes to the local economy, and would reduce the ecological functioning of the sand beach/littoral zone.

**FOR FURTHER INFORMATION CONTACT:** Andrea E. Walker, CECW-PC-3H21, Headquarters, U.S. Army Corps of Engineers, 441 G Street, NW., Washington, DC 20314.

**SUPPLEMENTARY INFORMATION:**

1. *Without-Project Conditions and Damages.* Prior to urban development in the 1990s, the beaches within the study area remained relatively stable because of a balanced sediment supply delivered from the San Juan Creek to the Oceanside littoral cell. However, documented historical beach widths above the Mean Sea Level (MSL) line between T Street and Mariposa Point were as narrow as 82 ft (25 m) in the winter months during this time period. As a consequence, storm damages occurred in the past (e.g. 1964, 1983, 1988 and 1993), as the protective buffer beach width was narrow, particularly in the winter season.

Since the 1990s, the project area has experienced chronic, mild, long-term erosion. Shoreline retreat is a result of the decrease of fluvial sand supply resulting from the concreting of creeks

and rivers, upstream dams, and urban development. Continued future shoreline retreat is expected to result in storm waves breaking directly upon the railroad ballast, which significantly threatens the operation of the rail corridor. Continued future shoreline retreat also will subject public facilities to storm wave-induced damages. These facilities, maintained by the City of San Clemente, include the Marine Safety Building, public restroom facilities located on the beach, and lifeguard stations. If no action is taken, public properties and structures are expected to be susceptible to damages caused by erosion (including land loss and undermining of structures), inundation (structures), and wave attack (structures, railroad).

2. *Railroad Damages.* The Los Angeles to San Diego (LOSSAN) railroad line, separating the active coastline from the coastal bluff and adjacent backshore development, has experienced railway traffic service delays as a result of the narrowing shorelines. These delays occur when storm wave run-up exceeds the elevation of the Southern California Regional Railroad Authority (SCRRA) protective revetments or the crest of the railroad ballast in the without-revetment segments. Two service disruption incidents of approximately 24 hours occurred in the 1960s and 1970's at Mariposa Point (north of the Pier) and at a location south of the Pier, respectively. In response, the SCRRA and Orange County Transportation Authority have constructed un-engineered riprap revetment in areas where the railroad ballast and tracks are vulnerable to storm wave-induced damages. Over the past ten years, storm wave attack in the study area has restricted train services periodically and during the 1998 El Nino, the protective revetment structure sustained severe damage that significantly slowed train speeds. The railroad line is used to service various national defense facilities between Los Angeles and San Diego.

3. *Coastal Storm Damages.* Public beach facilities located have experienced damages from storms, as the existing beach has historically acted as a buffer against storm wave attack but has been narrowed. These facilities include the Marine Safety Building, public restroom facilities located on the back beach, lifeguard stations, parking areas, and paving near the Pier. The 1983 El Nino storm season resulted in an estimated damage of \$3,277,000 to public beach facilities in the study area. If no action is taken, the City of San Clemente's properties and structures will be susceptible to future damages

caused by erosion (including loss of land and of properties), inundation, and wave attack. The majority of the National Economic Development (NED) damages/costs are related to LOSSAN railroad protection/construction and O&M costs. On an annual basis, the LOSSAN costs are \$1,280,000 and the annualized value of all damage is \$1,424,000.

4. *Internet.* The FEIS is also available for review on the following Web sites: Corps of Engineers, Los Angeles District Internet site: <http://www.spl.usace.army.mil/cms/index.php>. City of San Clemente's Web site is: <http://san-clemente.org/sc/News.aspx?PageID=1>.

5. *The Record of Decision (ROD)* will be issued no sooner than 30 days after publication of the notice of availability in the **Federal Register** by the U.S. Environmental Protection Agency.

**Brenda S. Bowen,**

*Army Federal Register Liaison Officer.*

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**BILLING CODE 3720-58-P**

**DEPARTMENT OF DEFENSE****Department of the Army; Corps of Engineers****Request for Comments on the Notice of Intent To Prepare a Draft Environmental Impact Statement for the Skagit River General Investigation Study (Previously Advertised as the Skagit River Flood Damage Reduction Study), Skagit County, WA**

**AGENCY:** Department of the Army, Army Corps of Engineers, DoD.

**ACTION:** Extension of comment period.

**SUMMARY:** The Corps of Engineers is extending the comment period for the Notice of Intent (NOI) to prepare a Draft Environmental Impact Statement for the Skagit River General Investigation Study (previously advertised as the Skagit River Flood Damage Reduction Study), Skagit County, Washington. This extension will provide interested persons with additional time to prepare comments on the NOI.

**DATES:** Consideration will be given only to comments that are received on or before September 9, 2011.

**ADDRESSES:** Comments on the proposed project should be sent to: Hannah Hadley, Study Environmental Coordinator, Seattle District, U.S. Army Corps of Engineers, P.O. 3755, Seattle, WA 98124-3755, Attn: CENWS-PM-ER; telephone (206) 764-6950; fax (206) 764-4470; or e-mail [Hannah.F.Hadley@usace.army.mil](mailto:Hannah.F.Hadley@usace.army.mil).

**FOR FURTHER INFORMATION CONTACT:**

General questions concerning the proposed action and the DEIS can be directed to: Hannah Hadley, Study Environmental Coordinator (see **ADDRESSES**) or Daniel Johnson, Project Manager, Seattle District, U.S. Army Corps of Engineers, P.O. 3755, Seattle, WA 98124-3755, ATTN: CENWS-EN-CM-CJ; telephone (206) 764-3423; fax (206) 764-4470; or e-mail [Daniel.E.Johnson@usace.army.mil](mailto:Daniel.E.Johnson@usace.army.mil).

**SUPPLEMENTARY INFORMATION:** The NOI to prepare a Draft Environmental Impact Statement for the Skagit River General Investigation Study (previously advertised as the Skagit River Flood Damage Reduction Study), Skagit County, Washington was published in the July 29, 2011 **Federal Register** (76 FR 45543) for review and comment. Comments regarding the NOI were required to be received on or before August 29, 2011. During the comment period, requests to extend the comment period were received.

In response to these requests, the comment period for the NOI has been extended through September 9, 2011.

**Brenda S. Bowen,**

*Army Federal Register Liaison Officer.*

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## DEPARTMENT OF ENERGY

### Issuance of Loan Guarantee to Genesis Solar, LLC, for the Genesis Solar Energy Project

**AGENCY:** U.S. Department of Energy.

**ACTION:** Record of Decision.

**SUMMARY:** The U.S. Department of Energy (DOE) announces its decision to issue a loan guarantee under Title XVII of the Energy Policy Act of 2005 (EPA 2005) to Genesis Solar, LLC, for construction and startup of the Genesis Solar Energy Project (GSEP), a 250-megawatt (MW) nominal capacity solar power generating facility on approximately 1,950 acres, all of which is administered by the U.S. Department of the Interior, Bureau of Land Management (BLM), in Riverside County, California. The environmental impacts of constructing and operating this project were analyzed pursuant to the National Environmental Policy Act (NEPA) in *Plan Amendment/Final Environmental Impact Statement for the Genesis Solar Energy Project, Riverside County, California* (75 **Federal Register** [FR] 52736; August 27, 2010) (Final EIS), prepared by the BLM Palm Springs-South Coast Field Office with

DOE as a cooperating agency. BLM consulted DOE during preparation of the EIS, DOE provided comments, and BLM addressed those comments in the Final EIS. DOE subsequently determined that its own NEPA procedures had been satisfied and adopted the Final EIS. (75 FR 78993; December 17, 2010)

**ADDRESSES:** Copies of this Record of Decision (ROD) and the Final EIS may be obtained by contacting Matthew McMillen, NEPA Compliance Officer, Environmental Compliance Division, Loan Programs Office (LP-10), U.S. Department of Energy, 1000 Independence Avenue, SW., Washington, DC 20585; telephone 202-586-7248; or e-mail [Matthew.Mcmillen@hq.doe.gov](mailto:Matthew.Mcmillen@hq.doe.gov). The Final EIS and this ROD are also available on the DOE NEPA Web site at: <http://nepa.energy.gov>, and on the Loan Programs Web site at: <http://www.loanprograms.energy.gov>.

**FOR FURTHER INFORMATION CONTACT:** For further information about this ROD, contact Matthew McMillen, as indicated in the **ADDRESSES** section above. For general information about the DOE NEPA process, contact Carol Borgstrom, Director, Office of NEPA Policy and Compliance (GC-54), U.S. Department of Energy, 1000 Independence Avenue, SW., Washington, DC 20585; telephone 202-586-4600; leave a message at 800-472-2756; or e-mail [AskNEPA@hq.doe.gov](mailto:AskNEPA@hq.doe.gov). Information about DOE NEPA activities and access to DOE NEPA documents are available through the DOE NEPA Web site at <http://nepa.energy.gov>.

**SUPPLEMENTARY INFORMATION:**

#### Background

The GSEP is a proposed concentrating solar electrical generating facility using parabolic trough technology with a dry-cooling system and associated facilities located on approximately 1,950 acres of BLM-administered Federal land in Riverside County, California, approximately 27 miles east of the unincorporated community of Desert Center and 25 miles west of the Arizona-California border city of Blythe. The GSEP will consist of two independent solar electric generating facilities with a net electrical output of 125 MW each, resulting in a total net electrical output of 250 MW. In addition to the generating facility, the project includes a distribution line, a 14-mile electrical transmission line, fiber-optic lines, a natural-gas pipeline, and a 6.5-mile access road. A double-circuit 230-kilovolt (kV) transmission line will be constructed to connect to the Southern

California Edison Colorado River substation via the existing Blythe Energy Project Transmission Line between the Julian Hinds and Buck substations. The linear facilities will encompass approximately 90 acres outside the proposed project site.

On January 31, 2007, BLM's Palm Springs-South Coast Field Office received an application pursuant to Title V of the Federal Land Policy and Management Act (43 United States Code [U.S.C.] 1761) for a right-of-way (ROW) to construct, operate, maintain, and decommission a project identified as the NextEra Ford Dry Lake Solar Power Plant on BLM-administered Federal land in Riverside County, California. In June 2009, the applicant notified BLM that the company name was being changed to Genesis Solar, LLC, and the project became known as the Genesis Solar Energy Project (GSEP). The BLM California Desert Conservation Area (CDCA) Plan requires that all sites associated with power generation or transmission not identified in the CDCA Plan be considered through the plan amendment process. BLM approved the Proposed Plan Amendment to the CDCA Plan to allow the GSEP and approved a solar energy ROW to Genesis Solar, LLC, for the project; on November 4, 2010, the Secretary of the Interior approved these decisions.

In June 2010, Genesis Solar, LLC applied to DOE for a loan guarantee under Title XVII of EPA 2005, as amended by Section 406 of the American Recovery and Reinvestment Act of 2009. (Recovery Act) On September 1, 2010, DOE invited the applicant to submit a Part II application in accordance with the DOE Federal Loan Guarantee Solicitation for Commercial Technology Renewable Energy Generation Projects under the Financial Institution Partnership Program, No. DE-FOA-0000166. On November 17, 2010, Genesis Solar, LLC submitted its Part II application for an \$800 million loan guarantee to support the financing of the GSEP.

#### NEPA Review

BLM was the lead Federal agency in the preparation of the Genesis Solar Energy Project EIS, and DOE was a cooperating agency pursuant to a Memorandum of Agreement between DOE and BLM signed in January 2010. DOE reviewed the content of the draft EIS and provided comments to BLM to ensure that the DOE NEPA regulations (10 Code of Federal Regulations part 1021) were satisfied.

On November 23, 2009, the BLM published the "Notice of Intent to Prepare an Environmental Impact