

DEPARTMENT OF DEFENSE**Office of the Secretary****Termination of Response Systems to Adult Sexual Assault Crimes Panel****AGENCY:** DoD.**ACTION:** Termination of Federal Advisory Committee.

SUMMARY: The Department of Defense is publishing this notice to announce that it is terminating the Response Systems to Adult Sexual Assault Crimes Panel, effective July 27, 2014.

FOR FURTHER INFORMATION CONTACT: Jim Freeman, Advisory Committee Management Officer for the Department of Defense, 703-692-5952.

SUPPLEMENTARY INFORMATION: This committee is being terminated under the provisions of the Federal Advisory Committee Act of 1972 (5 U.S.C. Appendix), 41 CFR 102-3.55, and the Government in the Sunshine Act of 1976 (5 U.S.C. 552b), effective September 30, 2014.

Dated: January 26, 2015.

Aaron Siegel,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 2015-01659 Filed 1-28-15; 8:45 am]

BILLING CODE 5001-06-P**DEPARTMENT OF DEFENSE****Department of the Army****Inland Waterways Users Board; Request for Nominations****AGENCY:** Department of the Army, DOD.**ACTION:** Notice.

SUMMARY: Section 302 of Public Law 99-662 established the Inland Waterways Users Board. The Board is an independent Federal advisory committee. The Secretary of the Army appoints its 11 (eleven) representative organizations. This notice is to solicit nominations for 1 appointment to a two-year term that will begin after May 28, 2015.

ADDRESSES: Institute for Water Resources, U.S. Army Corps of Engineers, Attention: Inland Waterways Users Board Nominations Committee, Mr. Mark R. Pointon, 7701 Telegraph Road, Casey Building, Alexandria, VA 22315-3868.

FOR FURTHER INFORMATION CONTACT: Mr. Mark R. Pointon, the Designated Federal Officer (DFO) for the committee, in writing at the Institute for Water Resources, U.S. Army Corps of Engineers, ATTN: CEIWR-GM, 7701

Telegraph Road, Casey Building, Alexandria, VA 22315-3868; by telephone at 703-428-6438; and by email at *Mark.Pointon@usace.army.mil*. Alternatively, contact Mr. Kenneth E. Lichtman, the Alternate Designated Federal Officer (ADFO), in writing at the Institute for Water Resources, U.S. Army Corps of Engineers, ATTN: CEIWR-GW, 7701 Telegraph Road, Casey Building, Alexandria, VA 22315-3868; by telephone at 703-428-8083; and by email at *Kenneth.E.Lichtman@usace.army.mil*.

SUPPLEMENTARY INFORMATION: The selection, service, and appointment of representative organizations to the Board are covered by provisions of Section 302 of Public Law 99-662. The substance of those provisions is as follows:

a. Selection. Representative organizations are to be selected from the spectrum of commercial carriers and shippers using the inland and intracoastal waterways, to represent geographical regions, and to be representative of waterborne commerce as determined by commodity ton-miles and tonnage statistics.

b. Service. The Board is required to meet at least semi-annually to develop and make recommendations to the Secretary of the Army on waterways construction and rehabilitation priorities and spending levels for commercial navigation improvements, and report its recommendations annually to the Secretary and Congress.

c. Appointment. The operation of the Board and appointment of representative organizations are subject to the Federal Advisory Committee Act (Pub. L. 92-463, as amended) and departmental implementing regulations. Representative organizations serve without compensation but their expenses due to Board activities are reimbursable. The considerations specified in Section 302 for the selection of representative organizations to the Board, and certain terms used therein, have been interpreted, supplemented, or otherwise clarified as follows:

(1) Carriers and Shippers. The law uses the terms "primary users and shippers." Primary users have been interpreted to mean the providers of transportation services on inland waterways such as barge or towboat operators. Shippers have been interpreted to mean the purchasers of such services for the movement of commodities they own or control. Representative firms are appointed to the Board, and they must be either a carrier or shipper or both. For that

purpose a trade or regional association is neither a shipper nor primary user.

(2) Geographical Representation. The law specifies "various" regions. For the purposes of the Board, the waterways subjected to fuel taxes and described in Public Law 95-502, as amended, have been aggregated into six regions. They are (1) the Upper Mississippi River and its tributaries above the mouth of the Ohio; (2) the Lower Mississippi River and its tributaries below the mouth of the Ohio and above Baton Rouge; (3) the Ohio River and its tributaries; (4) the Gulf Intracoastal Waterway in Louisiana and Texas; (5) the Gulf Intracoastal Waterway east of New Orleans and associated fuel-taxed waterways including the Tennessee-Tombigbee, plus the Atlantic Intracoastal Waterway below Norfolk; and (6) the Columbia-Snake Rivers System and Upper Willamette. The intent is that each region shall be represented by at least one representative organization, with that representation determined by the regional concentration of the firm's traffic on the waterways.

(3) Commodity Representation. Waterway commerce has been aggregated into six commodity categories based on "inland" ton-miles shown in Waterborne Commerce of the United States. These categories are (1) Farm and Food Products; (2) Coal and Coke; (3) Petroleum, Crude and Products; (4) Minerals, Ores, and Primary Metals and Mineral Products; (5) Chemicals and Allied Products; and (6) All Other. A consideration in the selection of representative organizations to the Board will be that the commodities carried or shipped by those firms will be reasonably representative of the above commodity categories.

d. Nomination. Reflecting preceding selection criteria, the current representation by the one organization for the vacant position includes the Upper Mississippi River (Region 1), shipper or carrier/shipper representation and commodity representation of Farm and Food Products, Minerals, Ores, and Primary Metals and Mineral Products, and All Other. Consideration of qualified candidates will be consistent with the current composition of the Board to remain well-balanced, and consistent with the Board's balance plan.

Individuals, firms or associations may nominate representative organizations to serve on the Board. Nominations will:

(1) Include the commercial operations of the carrier and/or shipper representative organization being nominated. This commercial operations information will show the actual or

estimated ton-miles of each commodity carried or shipped on the inland waterways system in a recent year (or years), using the waterway regions and commodity categories previously listed.

(2) State the region(s) to be represented.

(3) State whether the nominated representative organization is a carrier, shipper or both.

(4) Provide the name of an individual to be the principle person representing the organization and information pertaining to their personal qualifications, to include a bio or a resume.

Previous nominations received in response to notices published in the **Federal Register** in prior years will not be retained for consideration. Renomination of representative organizations is required.

e. *Deadline for Nominations.* All nominations must be received at (see **ADDRESSES**) no later than February 20, 2015.

Brenda S. Bowen,

Army Federal Register Liaison Officer.

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DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Supplemental Environmental Impact Statement (Supplement 2) for the Mississippi River, Baton Rouge to the Gulf of Mexico, Mississippi River-Gulf Outlet, Louisiana, New Industrial Canal Lock and Connecting Channels Project, New Orleans, LA

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

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers (Corps), New Orleans District intends to prepare a Draft Supplemental Environmental Impact Statement (EIS), integrated with a General Reevaluation Report, for the Mississippi River, Baton Rouge to the Gulf of Mexico Mississippi River-Gulf Outlet, Louisiana New Industrial Canal Lock and Connecting Channels Project, hereinafter referred to as "the Project". This project is sometimes referred to as the Inner Harbor Navigation Canal (IHNC) Lock Replacement Project. This will be the second supplemental EIS prepared for this project.

DATES: A public scoping meeting is scheduled for Wednesday, February 4, 2015. An open house will be held at

6:00 p.m. followed by the scoping meeting at 6:30 p.m.

ADDRESSES: The scoping meeting will be held at Dr. Martin Luther King Jr. Charter School for Science and Technology, 1617 Caffin Avenue, New Orleans, LA.

FOR FURTHER INFORMATION CONTACT: Questions about the Project and the supplemental EIS should be addressed to: Mr. Richard Boe or Mr. Mark Lahare, U.S. Army Corps of Engineers, Environmental Compliance Branch, P.O. Box 60267, New Orleans, LA 70160-0267, by email to *Richard.e.boe@usace.army.mil* or *Mark.h.lahare@usace.army.mil*, or by telephone at (504) 862-1505 or (504) 862-1344.

SUPPLEMENTARY INFORMATION:

1. *Project Background and Authorization.* The existing Industrial Canal Lock, hereinafter referred to as the "existing lock", located in Orleans Parish, Louisiana, connects the Mississippi River to Lake Pontchartrain, the Gulf Intracoastal Waterway (GIWW), and the remaining authorized six miles of the Mississippi River—Gulf Outlet (MRGO) between the Industrial Canal and the Michoud Slip. The existing lock, located between the St. Claude and Claiborne Avenue (Judge Seeber) Bridges in New Orleans, was commissioned and constructed by non-federal interests in 1923 to allow vessel traffic from the Mississippi River to Lake Pontchartrain and to permit industrial development away from the river. The federal government purchased the existing lock at a later date.

The Project was authorized by an act of Congress entitled "AN ACT to authorize construction of the Mississippi River-Gulf outlet [sic]", approved on March 29, 1956, as Chapter 112 of Public Law 455, of the 84th Congress as an amendment to the existing Mississippi River, Baton Rouge to the Gulf of Mexico to provide for the construction of the Mississippi River-Gulf Outlet substantially in accordance with the report and recommendation of the Chief of Engineers in House Document No. 245 of the 82nd Congress, and to authorize the Chief of Engineers, when economically justified by the obsolescence of the existing industrial canal lock or by increased traffic, to replace the existing lock or an additional lock in the vicinity of Meraux, Louisiana, together with suitable connecting channels, said replacement lock and connecting channels to be constructed in accordance with the type, dimensions, and cost estimates approved by the Chief of Engineers. The 1956

authorization was later amended by Section 844 of the Water Resources Development Act of 1986, Public Law 99-662, and Section 326 of the Water Resources Development Act of 1996, Public Law 104-303.

The original EIS and project evaluation report for the Project was finalized in March 1998. A Record of Decision was signed on December 18, 1998, selecting a construction method and location for a replacement lock north of the Claiborne Avenue Bridge, replacement of the St. Claude Avenue Bridge, modification of the Claiborne Avenue Bridge, extension of the Mississippi River flood protection levees and floodwalls, a community impact mitigation plan, and a fish and wildlife mitigation plan.

In 2003, the Corps' decision to construct a new lock was challenged in United States District Court, Eastern District of Louisiana (Case No. 2:03-cv-00370). In October 2006, the Court enjoined the Corps from continuing with the Project until additional compliance with the National Environmental Policy Act (NEPA) was completed.

In accordance with the provisions of Section 7013 of the Water Resources Development Act of 2007, Public Law 110-114, that portion of the MRGO from Mile 60 on the southern bank of the Gulf Intracoastal Waterway to the Gulf of Mexico was deauthorized effective upon the June 5, 2008 submittal by the Assistant Secretary of the Army (Civil Works) to Congress of the Report of the Chief of Engineers dated January 29, 2008 recommending partial deauthorization of the MRGO. In July 2009, in accordance with the 2008 MRGO Chief's Report, the Corps completed construction of a rock closure structure on the MRGO at Bayou LaLoutre. Aids to navigation have been removed.

In 2007, the Corps initiated preparation of a Supplemental Environmental Impact Statement (SEIS) for the Project to address changes in the existing conditions after Hurricane Katrina, further analyze anticipated impacts associated with construction of the new lock and determine if any significant changes to the previously-recommended plan were necessary. The final SEIS considered three deep-draft lock alternatives and the no-action alternative (*i.e.*, continued operation and maintenance of the existing lock), two dredging alternatives for the excavation that would be necessary for the construction of a new deep-draft lock, and three disposal alternatives for the dredged sediment. On May 20, 2009, a Record of Decision was signed,