

Improvements to the shoreline and adjacent upland areas are proposed in order to safely and efficiently accommodate larger class, modern container transport vessels. Specifically, these improvements would include the installation of approximately 470,000 tons of imported quarry rock for erosion protection, installation of approximately 2,000 concrete support piles (up to 110 feet in length), and construction of a 3,200-linear-foot, steel-reinforced concrete wharf and associated crane rails and utilities.

#### *Container Terminal*

The proposed project would include construction of a new 160-acre container terminal at Pier S, including LEED-certified terminal buildings, above and below-ground utilities, storm drain system, 12 rail-mounted electric-powered gantry cranes, and intermodal rail yard (10-loading tracks), served by a new lead track along the terminal's southwest corner.

#### *Modification of Existing Facilities and Infrastructure*

In order to allow for navigational safety in the Back Channel the proposed project would involve removal of an abandoned power plant intake structure (Long Beach Generating Station), relocation of an oil facility, realignment of approximately 2,800 feet of the existing Pier T east lead track, and potential modifications to the outfall structure of the adjacent Long Beach Generating Station.

#### *Disposal of Dredged Material*

The proposed project would include disposal of approximately 631,000 cubic yards of dredged material and 1,500,000 cubic yards of excavated wharf material from Cerritos Channel, and 250,000 cubic yards of dredged material and approximately 3,000 cubic yards of excavated wharf material from Back Channel at the agency-approved Middle Harbor landfills (*i.e.*, Piers D, E, and F). If required by timing or capacity constraints at the Middle Harbor sites, a small amount of chemically-suitable dredged material could be disposed of at the Western Anchorage Disposal Site and the approved LA-2 ocean disposal site following testing and agency approval.

### **3. Alternatives**

Alternatives currently being considered include the following:

(1) Three-Berth Alternative—Container Terminal With Rail Access, Full-Length Wharf, and Back Channel Improvements (Proposed Project);

(2) Two-Berth Alternative—Container Terminal With Rail Access, Reduced-Length Wharf, and Back Channel Improvements;

(3) Multi-Use Storage Alternative (No Federal Action)—Multi-Use Storage Facility Without Wharf or Back Channel Improvements; and,

(4) No Project Alternative.

#### **FOR FURTHER INFORMATION CONTACT:**

Copies of the document are available at <http://www.polb.com/ceqa>, as well as the following locations:

- Port of Long Beach Harbor Administration Building, 925 Harbor Plaza, Long Beach.
- Long Beach City Clerk, 333 W. Ocean Boulevard, Long Beach.
- Long Beach Main Library, 101 Pacific Avenue, Long Beach.
- San Pedro Regional Branch Library, 931 Gaffey Street, San Pedro.
- Wilmington Branch Library, 1300 N. Avalon Boulevard, Wilmington.

Questions about the proposed action and Draft EIS/EIR can be answered by John W. Markham, Corps Project Manager, at (805) 585–2150. Comments regarding the scope of the DEIS/DEIR shall be addressed to: U.S. Army Corps of Engineers, Los Angeles District, Ventura Field Office, ATTN: File Number SPL–2006–2062, 2151 Alessandro Drive, Suite 110, Ventura, California 93001. Alternatively, comments can be e-mailed to [john.w.markham@usace.army.mil](mailto:john.w.markham@usace.army.mil). Comments should also be sent to Richard D. Cameron, Port of Long Beach, P.O. Box 570, Long Beach, CA 90801–0570 or e-mailed to [cameron@polb.com](mailto:cameron@polb.com).

#### **Public Hearing and Comment Period**

The Port of Long Beach and U.S. Army Corps of Engineers will jointly hold a public hearing to receive public comments and to assess public concerns regarding the Draft EIS/EIR and project on October 5, 2011, starting at 7 p.m. (doors open at 6:30 p.m.) in the Long Beach City Council Chambers in Long Beach, 333 W. Ocean Blvd., Long Beach, California. Written comments will be accepted until the close of the 45-day public review on November 7, 2011.

**Mark D. Cohen,**

*Deputy Chief, Regulatory Division Los Angeles District.*

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**BILLING CODE 3720–58–P**

## **DEPARTMENT OF DEFENSE**

### **Department of the Army; Corps of Engineers**

#### **Notice of Availability of the Record of Decision for the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and the Final General Conformity Determination for the Newhall Ranch Resource Management and Development Plan, Santa Clarita, CA**

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

**ACTION:** Notice of availability.

**SUMMARY:** The U.S. Army Corps of Engineers, Los Angeles District, Regulatory Division (Corps) has made a Final General Conformity Determination (GCD) and executed a Record of Decision (ROD) for the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and a Section 404 Permit under the Clean Water Act for the Newhall Ranch Resource Management and Development Plan, Santa Clarita, California. This Notice serves as the Public Notice/Notice of Availability for the Final EIS/EIR ROD and the Final GCD. The Record of Decision for the Final EIS/EIR was signed on 31 August 2011.

In June 2010, the Corps, in coordination with the California Department of Fish and Game (CDFG), completed and published a joint Final EIS/EIR and Draft GCD, pursuant to National Environmental Policy Act (NEPA) and section 176(c) of the Clean Air Act. The identified least environmentally damaging practicable alternative (LEDPA) in the ROD includes permanent impacts to 47.9 acres of waters of the United States, including 5.1 acres of wetlands, associated with discharges of fill material for bank protection to protect land development projects along water courses (including buried soil cement, buried gunite, grouted riprap, ungrouted riprap, and gunite lining); drainage facilities such as storm drains or outlets and partially lined open channels; grade control structures; bridges and drainage crossings; building pads; and water quality control facilities (sedimentation control, flood control, debris, and water quality basins). The LEDPA also includes temporary impacts to 35.3 acres of waters of the United States, including 11.8 acres of wetlands, associated with the construction of bank protection to protect land development projects along water courses (including buried soil cement, buried gunite,

grouted riprap, ungrouted riprap, and gunite lining); utility crossings; activities associated with construction of a Water Reclamation Plant adjacent to the Santa Clara River and required bank protection; water quality control facilities (sedimentation control, flood debris, and water quality basins); regular and ongoing maintenance of all flood, drainage, and water quality protection structures and facilities on the RMDP site (such activities would include periodic inspection of structures and monitoring of vegetation growth and sediment buildup to ensure that the integrity of the structures is maintained and that planned conveyance capacity is present, routine repairs and maintenance of bridges and bank protection, and emergency maintenance activities); and temporary haul routes for grading equipment and geotechnical survey activities.

As a Federal agency, the Corps prepared the Final GCD in compliance with Section 176(c) of the Clean Air Act and for the issuance of a Corps Section 404 Permit for the discharges of fill material into waters of the United States. Direct and indirect air emissions for all pollutants related to the Federal action are not below specified *de minimis* Federal thresholds (40 CFR 93.153(b)).

On 31 August 2011, the Corps completed its environmental review and finalized the GCD, executed the ROD, and issued a provisional Section 404 Standard Individual Permit for the LEDPA. The Corps considered and responded to all comments received in finalizing the EIS/EIR, Final GCD, ROD, and issuing the provisional permit. The public can request copies of the Final General Conformity Determination document or the ROD from the Corps at the address listed below. In addition, copies of the Final General Conformity Determination document are available for review during the next 30 days at the following libraries: County of Los Angeles Newhall Branch, Castaic Branch, Sylmar Branch, Valencia Branch, and the County of Ventura Fillmore Branch.

**FOR FURTHER INFORMATION CONTACT:** Questions or requests concerning the Final General Conformity Determination or the ROD should be directed to: Dr. Aaron O. Allen, Chief, North Coast Branch, Regulatory Division, U.S. Army Corps of Engineers, 2151 Alessandro Drive, Suite 110, Ventura, California 93001, (805) 585-2148.

**SUPPLEMENTARY INFORMATION:** None.

Dated: September 19, 2011.

**David J. Castanon,**

*Chief, Regulatory Division, Los Angeles District.*

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## DEPARTMENT OF DEFENSE

### Department of the Army; Corps of Engineers

#### Notice of Availability of a Draft Environmental Impact Statement in Cooperation With the North Carolina Department of Transportation for Improvements to the US 17 and Market Street (US 17 Business) Corridor in Northern New Hanover and Southern Pender Counties, NC

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

**ACTION:** Notice of availability.

**SUMMARY:** The U.S. Army Corps of Engineers (COE), Wilmington District, Wilmington Regulatory Division is issuing this notice to advise the public that a State of North Carolina funded Draft Environmental Impact Statement (DEIS) has been prepared describing proposed improvements to the transportation system starting at Military Cutoff Road in New Hanover County to north of Hampstead along US 17, Pender County, NC (TIP Projects U-4751 and R-3300).

**DATES:** Written comments on the Draft EIS will be received until November 1, 2011.

**ADDRESSES:** Mr. Brad Shaver, Regulatory Project Manager, Wilmington Regulatory Field Office, 69 Darlington Ave., Wilmington, NC 28403 or Ms. Olivia Farr, Project Development Engineer, North Carolina Department of Transportation (NCDOT), 1548 Mail Service Center, Raleigh, NC 27699-1548.

**FOR FURTHER INFORMATION CONTACT:** Questions about the proposed action and DEIS can be directed to Mr. Brad Shaver, COE—Regulatory Project Manager, telephone: (910) 251-4611 or Ms. Olivia Farr, NCDOT—Project Development Engineer, telephone: (919) 733-7844, ext. 253.

**SUPPLEMENTARY INFORMATION:** The COE in cooperation with the North Carolina Department of Transportation has prepared a DEIS on a proposal to make transportation improvements to the US 17 and Market Street (US 17 Business) corridor in northern New Hanover and southern Pender Counties. Two North Carolina Department of Transportation Improvement Program (TIPs U-4751

and R-3300) projects are being evaluated as part of the US 17 Corridor Study.

The purpose of the US 17 Corridor Study project is to improve the traffic carrying capacity and safety of the US 17 and Market Street corridor in the project area. The project study area is roughly bounded on the west by I-40, on the north by the Northeast Cape Fear River, Holly Shelter Game Lands to the east, and Market Street and US 17 to the south.

This project is being reviewed through the Merger 01 process designed to streamline the project development and permitting processes, agreed to by the COE, North Carolina Department of Environment and Natural Resources (Division of Water Quality, Division of Coastal Management), Federal Highway Administration (for this project not applicable), and the North Carolina Department of Transportation and supported by other stakeholder agencies and local units of government. The other partnering agencies include: U.S. Environmental Protection Agency; U.S. Fish and Wildlife Service; N.C. Wildlife Resources Commission; N.C. Department of Cultural Resources; and the Wilmington Metropolitan Planning Organization. The Merger process provides a forum for appropriate agency representatives to discuss and reach consensus on ways to facilitate meeting the regulatory requirements of Section 404 of the Clean Water Act during the NEPA/SEPA decision-making phase of transportation projects.

In 2006 the project was presented to Federal and State Resource and Regulatory Agencies to gain concurrence on the purpose and need for the project. The aforementioned purpose and need of the project was agreed upon by participating agencies in September of 2006. In January 2007, the project was again presented to participating agencies regarding the preliminary corridor screening process in an attempt to decide which alternatives would be carried forward for detailed analysis. In August of 2007, the alternatives to carry forward were identified. The COE has worked closely with NCDOT and its representatives to identify jurisdictional resources within the alternatives carried forward. Upon completion of the DEIS, NCDOT submitted a request to the COE to solicit comment from the public in order to identify the Least Environmentally Damaging Practicable Alternative (LEDPA) for the project. This determination is expected in late 2011.

Citizen public hearings are being scheduled by NCDOT for the Fall of 2011 at which time citizens will be able