

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]

**BILLING CODE 4910-57-P**

## 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](mailto: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]

**BILLING CODE P**

## 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),<sup>1</sup> 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.<sup>2</sup> 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

<sup>1</sup> AGS is a wholly-owned subsidiary of Norfolk Southern Railway Company.

<sup>2</sup> 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).

1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on May 7, 2011, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>3</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>4</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by April 18, 2011. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by April 27, 2011, with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to AGS's representative: Greg E. Summy, Three Commercial Place, Norfolk, VA 23510.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

AGS has filed a combined environmental and historic report which addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by April 12, 2011. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling OEA, at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1 800-877-8339. Comments on environmental and historic preservation matters must be filed within 15 days

<sup>3</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>4</sup> Each OFA must be accompanied by the filing fee, which is currently set at \$1,500. See 49 CFR 1002.2(f)(25).

after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), AGS shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by AGS's filing of a notice of consummation by April 7, 2012, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

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

Decided: April 1, 2011.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Jeffrey Herzig,**  
*Clearance Clerk.*

[FR Doc. 2011-8170 Filed 4-6-11; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### Publication of Inflation Adjustment Factor, Nonconventional Source Fuel Credit, and Reference Price for Calendar Year 2010

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Notice.

**SUMMARY:** Publication of the inflation adjustment factor, nonconventional source fuel credit, and reference price for calendar year 2010 as required by section 45K of the Internal Revenue Code (26 U.S.C. 45K). The inflation adjustment factor and reference price are used to determine the credit allowable under section 45K for coke or coke gas (other than from petroleum based products) for calendar year 2010. **DATES:** The 2010 inflation adjustment factor, nonconventional source fuel credit, and reference price apply to coke or coke gas (other than from petroleum based products) sold during calendar year 2010.

*Inflation Adjustment Factor:* The inflation adjustment factor for coke or coke gas for calendar year 2010 is 1.1435.

*Credit:* The nonconventional source fuel credit for coke or coke gas for calendar year 2010 is \$3.43 per barrel-of-oil equivalent of qualified fuels.

*Reference Price:* The reference price for calendar year 2010 is \$74.71. The

phase-out of the credit does not apply to coke or coke gas.

**FOR FURTHER INFORMATION CONTACT:** For questions about how the inflation adjustment factor is calculated—

Wu-Lang Lee, RAS:R:TSBR, Internal Revenue Service, 1111 Constitution Avenue, NW., Washington, DC 20224, Telephone Number (202) 874-0531 (not a toll-free number).

For all other questions about the credit or the reference price—

Martha McRee, CC:PSI:6, Internal Revenue Service, 1111 Constitution Avenue, NW., Washington, DC 20224, Telephone Number (202) 622-3110 (not a toll-free number).

Dated: March 31, 2011.

**Curt G. Wilson,**

*Associate Chief Counsel, Passthroughs and Special Industries.*

[FR Doc. 2011-8230 Filed 4-6-11; 8:45 am]

**BILLING CODE 4830-01-P**

## DEPARTMENT OF VETERANS AFFAIRS

### Privacy Act of 1974; Deletion of System of Records

**AGENCY:** Department of Veterans Affairs.

**ACTION:** Notice.

Notice is hereby given that the Department of Veterans Affairs (VA) is deleting a system of records entitled "PROS/KEYS User Permissions Database-VA" (67VA30), which was first published FR Vol. 52, No 155 dated August 12, 1987. The system of records known as "PROS/KEYS User Permissions Database-VA" is obsolete. The information was initially developed as a means to grant individuals access permissions to the resources of the Austin Data Processing Center. The requirement for VA to maintain this system of records no longer exists because the PROS/KEYS Database was replaced by 87VA045, "Automated Customer Registration System (ACRS)-VA", which was published in FR Vol. 60, No 239 dated December 13, 1995. 87VA045 was subsequently amended, renamed, renumbered and republished in its entirety as 87VA0050P, "Customer User Provisioning System (CUPS)-VA", in FR Vol. 74, No 156 dated August 14, 2009.

A "Report of Intention to Publish a Federal Register Notice of Deletion of a System of Records" and an advance copy of the system notice have been provided to the appropriate congressional committees and to the Director, Office of Management and Budget (OMB), as required by 5 U.S.C.