

Mexico. Copies may be obtained from this office upon payment. Contact Marcella Montoya at 505-954-2097, or by e-mail at [Marcella\\_Montoya@nm.blm.gov](mailto:Marcella_Montoya@nm.blm.gov), for assistance.

**SUPPLEMENTARY INFORMATION:**

**New Mexico Principal Meridian, New Mexico (NM)**

The plat, representing the dependent resurvey and survey, in Township 10 South, Range 14 East, of the New Mexico Principal Meridian, accepted January 5, 2011, for Group 928 NM.

The plat, representing the dependent resurvey and survey, in Township 8 North, Range 2 East, of the New Mexico Principal Meridian, accepted January 26, 2011, for Group 1095 NM.

The plat, representing the dependent resurvey and survey, in Township 15 North, Range 2 East, of the New Mexico Principal Meridian, accepted February 24, 2011, for Group 1098 NM.

The supplemental plat, for Township 15 North, Range 1 East, of the New Mexico Principal Meridian accepted November 23, 2010.

**Indian Meridian, Oklahoma (OK)**

The plat, representing the dependent resurvey and survey in Township 23 North, Range 2 East, of the Indian Meridian, accepted December 6, 2010, for Group 196 OK.

The plat, representing the dependent resurvey and survey in Township 12 North, Range 20 East, of the Indian Meridian, accepted January 14, 2011, for Group 194 OK.

The plat, representing the dependent resurvey and survey in Township 3 South, Range 5 West, of the Indian Meridian, accepted January 25, 2011, for Group 191 OK.

The plat, in two sheets, representing the dependent resurvey and survey in Township 7 North, Range 9 West, of the Indian Meridian, accepted January 31, 2011, for Group 185 OK.

If a protest against a survey, in accordance with 43 CFR 4.450-2, of the above plat is received prior to the date of official filing, the filing will be stayed pending consideration of the protest. A plat will not be officially filed until the day after all protests have been addressed.

If a protest against a survey, as shown on any of the above plats, is received prior to the date of official filing, the filing will be stayed pending consideration of the protest. A plat will not be officially filed until the day after all protests have been dismissed and become final or appeals from the dismissal affirmed.

A person or party who wishes to protest against any of these surveys must file a written protest with the Bureau of Land Management New Mexico State Director stating that they wish to protest.

A statement of reasons for a protest may be filed with the notice of protest to the State Director or the statement of reasons must be filed with the State Director within thirty (30) days after the protest is filed.

**Robert A. Casias,**

*Deputy State Director of Cadastral, Survey/ GeoSciences.*

[FR Doc. 2011-6642 Filed 3-21-11; 8:45 am]

**BILLING CODE 4310-FB-P**

**DEPARTMENT OF THE INTERIOR**

**Bureau of Land Management**

[LLCAN00000.L18200000.XZ0000]

**Notice of Public Meeting: Northeast California Resource Advisory Council**

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Notice of public meeting.

**SUMMARY:** In accordance with the Federal Land Policy and Management Act of 1976 (FLPMA), and the Federal Advisory Committee Act of 1972 (FACA), the U.S. Department of the Interior, Bureau of Land Management (BLM) Northeast California Resource Advisory Council will meet as indicated below.

**DATES:** The committee will meet Wednesday and Thursday, April 20 and 21, 2011, in Burney, California. On April 20, the RAC will convene at 10 a.m. at the Veterans Memorial Hall, 37410 Main Street, and depart on a field tour. Members of the public are welcome. They must provide their own transportation, food and beverages. On April 21, the council meets from 8 a.m. until 2 p.m. at the Veterans Memorial Hall. The public is welcome.

**FOR FURTHER INFORMATION CONTACT:** Nancy Haug, BLM Northern California District manager, (530) 224-2160; or Joseph J. Fontana, BLM public affairs officer, (530) 252-5332.

**SUPPLEMENTARY INFORMATION:** The 15-member council advises the Secretary of the Interior, through the BLM, on a variety of planning and management issues associated with public land management in northeast California and the northwest corner of Nevada. Agenda items at this meeting include management of wild horses and burros, alternative energy proposals on public lands, and ongoing land and natural

resources issues in northeast California. The council will accept public comments at 11 a.m. Depending on the number of persons wishing to speak, and the time available, the time for individual comments may be limited. Members of the public are welcome on field tours, but they must provide their own transportation, food and beverages. Individuals who plan to attend and need special assistance, such as sign language interpretation and other reasonable accommodations, should contact the BLM as provided above.

Dated: March 15, 2011.

**Joseph J. Fontana,**

*Public Affairs Officer.*

[FR Doc. 2011-6639 Filed 3-21-11; 8:45 am]

**BILLING CODE 4310-40-P**

**DEPARTMENT OF THE INTERIOR**

**Bureau of Land Management**

[LLCAN00000.L18200000.XZ0000]

**Notice of Public Meeting: Northeast California Resource Advisory Council Subcommittee**

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Notice of public meeting.

**SUMMARY:** In accordance with the Federal Land Policy and Management Act of 1976 (FLPMA), and the Federal Advisory Committee Act of 1972 (FACA), the U.S. Department of the Interior, Bureau of Land Management (BLM) Northeast California Resource Advisory Council's wild horse and burro management subcommittee will meet as indicated below.

**DATES:** The subcommittee will meet Monday, March 28, 2011, at 1 p.m., at the Bureau of Land Management Alturas Field Office, 708 West 12th St., Alturas, California.

**FOR FURTHER INFORMATION CONTACT:** Nancy Haug, BLM Northern California District manager, (530) 224-2160; or Joseph J. Fontana, BLM public affairs officer, (530) 252-5332.

**SUPPLEMENTARY INFORMATION:** The 15-member council advises the Secretary of the Interior, through the BLM, on a variety of planning and management issues associated with public land management in northeast California and the northwest corner of Nevada. At the meeting the council wild horse and burro management subcommittee members will discuss the BLM's recently announced reforms to the Wild Horse and Burro Program. Members of the public are welcome.

Individuals who plan to attend and need special assistance, such as sign language interpretation and other reasonable accommodations, should contact the BLM as provided above.

Dated: June 14, 2010.

**Joseph J. Fontana,**  
Public Affairs Officer.

[FR Doc. 2011-6635 Filed 3-21-11; 8:45 am]

BILLING CODE 4310-40-P

## DEPARTMENT OF THE INTERIOR

### National Park Service

[NPS-PWRO-PWR-1228-6476; 8145-8B90-SZM]

#### **Draft Environmental Impact Statement for Extension of F-Line Historic Streetcar Service, Golden Gate National Recreation Area and San Francisco Maritime National Historical Park, County of San Francisco, CA**

**AGENCY:** National Park Service.

**ACTION:** Notice of Availability for Draft Environmental Impact Statement for Extension of F-Line Historic Streetcar Service, Golden Gate National Recreation Area and San Francisco Maritime National Historical Park.

**SUMMARY:** In accordance with § 102(2)(C) of the National Environmental Policy Act of 1969, and pursuant to the Council on Environmental Quality's regulations (40 CFR parts 1500-08), the National Park Service has prepared a Draft Environmental Impact Statement (Draft EIS) for the proposed extension of the northern waterfront Municipal Railway Historic Streetcar Service. Beginning at Fisherman's Wharf, this proposed railway extension would serve visitors to two popular units of the National Park System—San Francisco Maritime National Historical Park and the Fort Mason area of Golden Gate National Recreation Area. This project is being developed in close coordination with San Francisco Municipal Railway (Muni) and other City and County of San Francisco planning and transportation agencies. The course of action proposed would lengthen the historic streetcar F-line approximately .85 mile from Fisherman's Wharf to the San Francisco Maritime National Historical Park and thence to the Golden Gate National Recreation Area. Currently, the F-line serves more than 20,000 passengers daily and is one of Muni's most popular lines, yet does not provide direct access to heavily visited Aquatic Park and Fort Mason Center areas. The intended effect of this proposal is to provide park visitors and

transit-dependent city residents with high-quality rail transit that improves transportation access and mobility. In addition to the proposal, the Draft EIS evaluates a No-Action alternative, and documents early consideration of preliminary options not carried forward for analysis.

**Background:** A congressionally-mandated Travel Study completed in 1977 recommended restoring the historic rail link between the Hyde Street Pier and Fort Mason to improve access to various National Park Service (NPS) sites. The rail line was subsequently abandoned (1980), and the area between Hyde Street Pier and the Fort Mason tunnel entrance was designated a National Historic Landmark District in 1987 (which is now encompassed in the San Francisco Maritime National Historical Park created in 1988). Also, in the late 1980s federal highway funds originally intended for extending Interstate 280 were reallocated to a number of alternative transportation facilities along the Embarcadero including creation of an historic streetcar line along Market Street and the Embarcadero to Fisherman's Wharf. In 2000 this service was extended to Fisherman's Wharf. The popularity of the historic streetcars resulted in public and private interest in extending the service to the disjunct NPS areas.

The Municipal Railway currently operates historic streetcar service on Market Street and along the San Francisco waterfront (F-Line) to the line's existing terminus in the Fisherman's Wharf area. The proposed expansion would extend west to San Francisco Maritime National Historical Park (NHP) and on to Fort Mason. The NHP is visited by approximately 4 million people annually and is currently served by very popular cable cars (often crowded at peak tourist times) as well as streetcar and bus lines. Fort Mason, home to the Fort Mason Center, houses more than 40 non-profit organizations offering more than 15,000 events a year and attracting upwards of 1.6 million visitors. These areas are underserved by mass transit access, and as a result automobile-based visitation causes massive parking problems that affect surrounding neighborhoods. Furthermore, inadequate mass transit access makes it difficult for transit-dependent San Franciscans to enjoy the cultural and educational events offered at Fort Mason Center.

**Development of Alternatives:** The core team for development of the Draft EIS includes the NPS as the lead federal agency, and San Francisco Municipal Transportation Agency and Federal

Transit Administration as cooperating agencies. A Technical Advisory Committee (TAC) was also convened to meet periodically to provide technical support during the various stages of the study and preparation of the EIS. In addition to the cooperators, members of the TAC include representatives from Fort Mason Center, Golden Gate National Parks Conservancy, Market Street Railway, San Francisco Department of Recreation and Parks, and San Francisco County Transportation Authority.

Public notification at the onset of the EIS process was made through direct mail to approximately 4,000 persons, organizations, and agencies. Media publicity included announcements in the San Francisco Examiner (May 3, 2006) and San Francisco Chronicle (May 6, 2006). The Notice of Intent formally initiating the conservation planning and environmental impact analysis process was published in the **Federal Register** on March 29, 2006. Public and agency scoping meetings were held at Fort Mason Officer's Club on May 9, 2006. During the 60-day public scoping period, the NPS received over 100 comments from individuals, organizations representing environmental and recreational interests, and governmental agencies. Based on information obtained during the scoping phase, analysis focused on land use, socioeconomic, transportation and circulation, air quality, noise and vibration, cultural resources, recreation and visitor use, visual and aesthetic resources, night sky visibility and light pollution, geological resources, biological resources, public health and safety, and public services and utilities. The public's primary concerns focused on changes in traffic and parking, impacts on parklands and recreational facilities, noise and vibration, visual impacts, and cultural resources. Information to inform preparation of the Draft EIS was also solicited from the TAC.

A total of six preliminary alignments and seven turnaround alternatives were developed as a result of the comments received. This included consideration of other transit modes such as diesel bus and trolley coach. Four additional turnaround alternatives were subsequently developed during the project's TAC meetings.

The Draft EIS identifies and analyzes potential consequences of implementing two alternatives. In addition, several preliminary alternatives were considered but dismissed from detailed analysis. Alternative 1, the No-Action "baseline alternative" would provide no changes from the existing historic