

submitted to the recognized Local Redevelopment Authority (LRA). Additional information for this or any Army BRAC 2005 surplus property may be found at <http://www.hqda.army.mil/acsimweb/brac/braco.htm>.

### Surplus Property List

#### 1. Addition

##### District of Columbia

Walter Reed Army Medical Center, (a portion of, comprising approximately 67.5 acres) 6900 Georgia Ave, NW., Washington, DC 20307.

The Army's Base Transition Coordinator is Mr. Randy Treiber whose e-mail address is [randal.treiber@us.army.mil](mailto:randal.treiber@us.army.mil) and his telephone number is (202) 782-7389. His mailing address is Walter Reed Army Medical Center, Base Transition Coordinator, 6900 Georgia Ave, NW., Washington, DC 20307.

The Government of the District of Columbia has been recognized as the LRA. The LRA is located at 1350 Pennsylvania Avenue, NW., Suite 317, Washington, DC 20004. The LRA's point of contact is Mr. Eric D. Jenkins, Office of the Deputy Mayor for Planning and Economic Development. He can be reached for information by calling (202) 727-6365.

**Authority:** This action is authorized by the Defense Base Closure and Realignment Act of 1990, Title XXIX of the National Defense Authorization Act for Fiscal Year 1991, Pub. L. 101-510; the Base Closure Community Redevelopment and Homeless Assistance Act of 1994, Pub. L. 103-421; and 10 U.S.C. 113.

Dated: August 4, 2011.

**Carla K. Carlson,**

*Assistant for Construction.*

[FR Doc. 2011-20517 Filed 8-11-11; 8:45 am]

**BILLING CODE 3710-08-P**

## DEPARTMENT OF DEFENSE

### Department of the Army; Corps of Engineers

#### Intent To Prepare a Draft Environmental Impact Statement (DEIS) for a Study on the Feasibility of Deepening Charleston Harbor

**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), Charleston District, intends to prepare a Draft Environmental Impact Statement (DEIS), for the Charleston Harbor Deepening Study (Post-45 study). The purpose of this DEIS and feasibility study is to

investigate modification of the existing Charleston Harbor project in the interest of navigation improvements.

**FOR FURTHER INFORMATION CONTACT:** Questions about the proposed action and DEIS can be directed to: Mark Messersmith, (843) 329-8162, [Chas-Post45-Comments@usace.army.mil](mailto:Chas-Post45-Comments@usace.army.mil), 69 A Hagood Ave., Charleston, SC 29403. To submit comments please see our Web site at: <http://www.sac.usace.army.mil/?action=programs.post45>.

#### SUPPLEMENTARY INFORMATION:

*a. Background:* Since 2000, the total value of international trade has risen by over 40 percent and it is becoming a larger part of our national economy. The combined value of foreign trade (imports and exports) represented 13 percent of GDP in 1990, rising to nearly 22 percent in 2006. If this trend continues, it is projected that the value of U.S. foreign trade will be equivalent to 35 percent of the Nation's GDP in 2020 and 60 percent in 2030. Marine transportation will become even more important to our economy as 95 percent of America's foreign trade is moved by ship. To sustain expected growth, it is estimated the U.S. must expand its overall port capacity by 10 percent annually. This would require port expansion, mainly on the West Coast, Gulf Coast and South Atlantic. That is the equivalent of adding capacity equal to the Port of Oakland every year.

The Charleston port district's ranking as a global trading port is consistently in the top ten nationally in container traffic and cargo value. In 2009, the Charleston port district was ranked ninth (out of 200 deep-draft ports) in cargo value, and ninth (out of 80 container ports) in container traffic.

Shipping trends in Charleston show adherence to projections for considerable growth in ship size, in all three dimensions, draft, beam, and length. As economies of scale and improved vessel technologies have driven ship sizes larger, the world's port infrastructure must be rapidly expanded in channel depths and widths and terminal capacity to accommodate larger ships. The number of ports able to handle larger vessels around the world is growing, and, most importantly, the Panama Canal is currently expanding lock capacity to handle ships of 25% greater draft (up to 50 ft), 52% greater beam (up to 160 feet), and 30% greater length (up to 1250 feet). Ships have been under construction for several years to be ready for the new canal capacity when the new Panama Canal locks open in 2014.

*b. Objectives:* There is opportunity to deepen the navigation channel at

Charleston Harbor to accommodate larger container vessels. Particularly important is the great increase in the deployment of those vessels, which is occurring now and expected to increase when the Panama Canal Expansion Project is completed in 2014. These larger vessels, commonly referred to in the shipping industry as the "Super Post-Panamax" vessels, are expected to comprise greater percentages of vessel fleet composition over the next several decades. This transition to larger vessels is expected to occur rapidly and current Panamax vessels are expected to no longer be used in the Asia service by 2024. Additional depth would be required to serve existing users of Charleston Harbor by that time, as the transition from the current Panamax fleet is complete.

*c. Alternatives:* The reconnaissance level alternatives analysis does not constitute a complete analysis of the full array of potential alternatives nor does it define a preferred alternative or National Economic Development (NED) plan. Detailed analyses are expected to be conducted in the proposed feasibility phase and would likely involve evaluation of all alternatives to address the problems and opportunities. The array of alternatives that may be examined in the feasibility study would likely include navigational improvements to some or all of the channels in Charleston Harbor, including (1) deepening channel(s) up to 50 feet MLLW or more, (2) widening channel(s), (3) adjusting existing channel alignments/bend easing, and (4) widening and/or lengthening turning basins.

During the feasibility phase, Charleston Harbor will be evaluated to identify the extent to which the array of alternatives will be applied to each reach of the Federal Navigation Channel. Problems and opportunities pertinent to each reach will be identified and investigated. A matrix of reach specific alternative plans will be developed and evaluated to produce a recommended plan for improvements to Charleston Harbor. This process will include the appropriate level of engineering, economic, and environmental analyses to identify all possible benefits and impacts associated with the projected navigational improvements.

Additional channel depth would allow current and future shippers to more fully utilize larger class vessels and would reduce future anticipated congestion. The current depth of the existing inner harbor channel is 45 feet MLLW. The Entrance Channel from the Atlantic Ocean through the jetties is 47

feet MLLW deep to allow for wave action.

*d. Issues:* The DEIS will consider the possible effects of channel deepening/widening on aquatic resources, loss of wetlands, as well as other project related impacts on protected species, water quality, fish and wildlife resources, cultural resources, essential fish habitat, socio-economic resources, coastal processes, aesthetics, and other impacts identified through scoping, public involvement, and agency coordination.

*e. Scoping process:* The scoping process as outlined by the Council on Environmental Quality would be utilized to involve Federal, State, and local agencies, and other interested persons and organizations. A scoping letter will be sent to the appropriate parties regarding issues to consider during the study. Public scoping meetings would be held throughout the process. Exact dates, times, and locations will be published in local papers.

Dated: July 29, 2011.

**Edward P. Chamberlayne,**

*Lieutenant Colonel, EN, Commander, U.S. Army Engineer District, Charleston.*

[FR Doc. 2011-20518 Filed 8-11-11; 8:45 am]

**BILLING CODE 3720-58-P**

## DELAWARE RIVER BASIN COMMISSION

### Notice of Proposed Methodology for the Delaware River and Bay Integrated List Water Quality Assessment

**AGENCY:** Delaware River Basin Commission.

**ACTION:** Notice.

**SUMMARY:** Notice is hereby given that the methodology proposed to be used in the 2012 Delaware River and Bay Integrated List Water Quality Assessment is available for review and comment.

**DATES:** Comments must be received in writing by close of business on August 31, 2011.

**ADDRESSES:** Comments will be accepted via e-mail to [john.yagecic@drbc.state.nj.us](mailto:john.yagecic@drbc.state.nj.us); via fax to 609-883-9522; by U.S. Mail to DRBC, Attn: Water Quality Assessment 2012, P.O. Box 7360, West Trenton, NJ 08628-0360; via private carrier to DRBC, Attn: Integrated Assessment 2012, 25 State Police Drive, West Trenton, NJ 08628-0360; or by hand. All submissions should have the phrase "Water Quality Assessment 2012" in the subject line and should include the name, address

(street address optional) and affiliation, if any, of the commenter.

**FOR FURTHER INFORMATION CONTACT:** Mr. John Yagecic, Supervisor, Standards and Assessment Section, DRBC Modeling, Monitoring and Assessment Branch, via e-mail to [john.yagecic@drbc.state.nj.us](mailto:john.yagecic@drbc.state.nj.us) or by telephone to 609-883-9500, ext. 271.

**SUPPLEMENTARY INFORMATION:** The Delaware River Basin Commission ("DRBC" or "Commission") is an interstate and federal compact agency that was created in 1961 by concurrent legislation of the States of Delaware, New Jersey, and New York, the Commonwealth of Pennsylvania and the United States Government for purpose of jointly managing the water resources of the Delaware River Basin.

DRBC currently is compiling data for the 2012 Delaware River and Bay Water Quality Assessment Report required by the federal Clean Water Act ("CWA"). The 2012 Assessment will present the extent to which waters of the Delaware River and Bay are attaining designated uses in accordance with Section 305(b) of the CWA and the Commission's Water Quality Regulations (18 CFR part 410) and will identify impaired waters, which consist of waters that exceed surface water quality standards.

The assessment methodology to be used in the 2012 Assessment is available for review at the following url: [http://www.state.nj.gov/drbc/Methodology-WQAssess-draft\\_July2011.pdf](http://www.state.nj.gov/drbc/Methodology-WQAssess-draft_July2011.pdf).

Dated: August 8, 2011.

**Pamela M. Bush, Esquire,**  
*Commission Secretary.*

[FR Doc. 2011-20512 Filed 8-11-11; 8:45 am]

**BILLING CODE 6360-01-P**

## DEPARTMENT OF EDUCATION

### Notice of Submission for OMB Review

**AGENCY:** Department of Education.

**ACTION:** Comment Request.

**SUMMARY:** The Director, Information Collection Clearance Division, Privacy, Information and Records Management Services, Office of Management, invites comments on the submission for OMB review as required by the Paperwork Reduction Act of 1995 (Pub. L. 104-13).

**DATES:** Interested persons are invited to submit comments on or before September 12, 2011.

**ADDRESSES:** Written comments should be addressed to the Office of Information and Regulatory Affairs, Attention: Education Desk Officer,

Office of Management and Budget, 725 17th Street, NW., Room 10222, New Executive Office Building, Washington, DC 20503, be faxed to (202) 395-5806 or e-mailed to

[oira\\_submission@omb.eop.gov](mailto:oira_submission@omb.eop.gov) with a cc: to [ICDocketMgr@ed.gov](mailto:ICDocketMgr@ed.gov). Please note that written comments received in response to this notice will be considered public records.

**SUPPLEMENTARY INFORMATION:** Section 3506 of the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35) requires that the Office of Management and Budget (OMB) provide interested Federal agencies and the public an early opportunity to comment on information collection requests. The OMB is particularly interested in comments which: (1) Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (2) Evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (3) Enhance the quality, utility, and clarity of the information to be collected; and (4) Minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

Dated: August 8, 2011.

**Darrin King,**

*Director, Information Collection Clearance Division, Privacy, Information and Records Management Services, Office of Management.*

## Office of Postsecondary Education

*Type of Review:* Extension.

*Title of Collection:* Talent Search and Educational Opportunity Centers Annual Performance Report.

*OMB Control Number:* 1840-0561.

*Agency Form Number(s):* N/A.

*Frequency of Responses:* Annually.

*Affected Public:* Not-for-profit; Private sector.

*Total Estimated Number of Annual Responses:* 596.

*Total Estimated Annual Burden Hours:* 3,576.

*Abstract:* Talent Search and Educational Opportunity Centers grantees must submit the report annually. The reports provide the U.S. Department of Education with information needed to evaluate a grantee's performance and compliance with program requirements and to award prior experience points in accordance with the program