

ACTION: Meeting notice.

SUMMARY: Under the provisions of the Federal Advisory Committee Act of 1972 (5 U.S.C., Appendix, as amended), the Government in the Sunshine Act of 1976 (5 U.S.C. 552b, as amended), and 41 CFR 102–3.150, the Department of Defense announces that the following Federal advisory committee meeting will take place:

1. *Name of Committee:* United States Military Academy Board of Visitors.
2. *Date:* Friday, October 26, 2012.
3. *Time:* 3:30 p.m.–5 p.m. Members of the public wishing to attend the meeting will need to show photo identification in order to gain access to the meeting location. All participants are subject to security screening.
4. *Location:* Jefferson Hall, Haig Room, West Point, NY.
5. *Purpose of the Meeting:* This is the 2012 Fall Meeting of the USMA Board of Visitors (BoV). Members of the Board will be provided updates on Academy issues.
6. *Agenda:* The Academy leadership will provide the Board updates on the following: Intercollegiate Athletics Program Update, Honor and Respect Program Update, and Academic Program Update.
7. *Public's Accessibility to the Meeting:* Pursuant to 5 U.S.C. 552b and 41 CFR 102–3.140 through 102–3.165 and the availability of space, this meeting is open to the public. Seating is on a first-come basis.
8. *Committee's Designated Federal Officer or Point of Contact:* Ms. Deadra Ghostlaw, (845) 938–4200, Deadra.Ghostlaw@us.army.mil.

SUPPLEMENTARY INFORMATION: Any member of the public is permitted to file a written statement with the USMA Board of Visitors. Written statements should be sent to the Designated Federal Officer (DFO) at: United States Military Academy, Office of the Secretary of the General Staff (MASG), 646 Swift Road, West Point, NY 10996–1905 or faxed to the Designated Federal Officer (DFO) at (845) 938–3214. Written statements must be received no later than five working days prior to the next meeting in order to provide time for member consideration. By rule, no member of the public attending open meetings will be allowed to present questions from the floor or speak to any issue under consideration by the Board.

FOR FURTHER INFORMATION CONTACT: The Committee's Designated Federal Officer or Point of Contact is Ms. Deadra

Ghostlaw, (845) 938–4200, Deadra.Ghostlaw@us.army.mil.

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 Environmental Impact Statement (EIS) for the Installation of a Terminal Groin Structure at Shallotte River Inlet and To Conduct Supplemental Beach Nourishment Along the Eastern Oceanfront Shoreline of Ocean Isle Beach, in Brunswick County, NC

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

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers (USACE), Wilmington District, Wilmington Regulatory Field Office has received a request for Department of the Army authorization, pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbor Act, from the Town of Ocean Isle Beach to develop and implement a shoreline protection plan that includes the installation of a terminal groin structure on the west side of Shallotte Inlet (not a federally maintained navigational channel) and the nourishment of the oceanfront shoreline along the eastern end of Ocean Isle Beach.

DATES: A public scoping meeting for the Draft EIS will be held at Ocean Isle Beach Town Hall, located at 3 West Third Street, Ocean Isle Beach, on October 3, 2012, at 6 p.m. Written comments will be received until October 26, 2012.

ADDRESSES: Copies of comments and questions regarding scoping of the Draft EIS may be submitted to: U.S. Army Corps of Engineers, Wilmington District, Regulatory Division, ATTN: File Number 2011–01241, 69 Darlington Avenue, Wilmington, NC 28403.

FOR FURTHER INFORMATION CONTACT: Questions about the proposed action and Draft EIS can be directed to Ms. Emily Hughes, Project Manager, Wilmington Regulatory Field Office, telephone: (910) 251–4635. Additional description of the Town's proposal can be found at the following link, <http://www.saw.usace.army.mil/WETLANDS/Projects/index.html>, under Ocean Isle Beach Terminal Groin Project.

SUPPLEMENTARY INFORMATION:

1. *Project Description.* The Town of Ocean Isle Beach is considering the installation of a terminal groin on the east end of the town's shoreline adjacent to Shallotte Inlet to address chronic erosion over the past 20–25 years. Erosion rates on the east end range from 4–8 feet a year based on the latest shoreline change update developed by the NC Division of Coastal Management. The overall length of the terminal groin could range from 800–1,000 feet; however, the final dimensions of the structure could differ following detailed engineering design. The structure would include a short anchorage section that could extend 350–400 feet landward of the existing shoreline. Beach fill, extending 2,000–2,500 feet west of the terminal groin would be placed to pre-fill the fillet area. The volume of material required for the fillet could range from 200,000–400,000 cubic yards. The material for the beach fill would be obtained from the existing federal borrow area in Shallotte Inlet, the AIWW inlet crossing, or a combination of the two. Ocean Isle Beach proposes to apply for non-federal permits for the use of these two areas by developing the information required to comply with the State Sediment Criteria.

2. *Issues.* There are several potential environmental and public interest issues that will be addressed in the EIS. Additional issues may be identified during the scoping process. Issues initially identified as potentially significant include:

- a. Potential impacts to marine biological resources (benthic organisms, passageway for fish and other marine life) and Essential Fish Habitat.
- b. Potential impacts to threatened and endangered marine mammals, birds, fish, and plants.
- c. Potential impacts associated with using inlets as a sand source.
- d. Potential impacts to adjacent shoreline changes on the east side of Shallotte Inlet, or along Holden Beach.
- e. Potential impacts to Navigation, commercial and recreational.
- f. Potential impacts to the long-term management of the inlet and oceanfront shorelines.
- g. Potential effects on regional sand sources and how it relates to sand management practices and North Carolina's Beach Inlet Management Practices.
- h. Potential effects of shoreline protection.
- i. Potential impacts on public health and safety.
- k. Potential impacts to recreational and commercial fishing.

l. The compatibility of the material for nourishment.

m. Potential impacts to cultural resources.

n. Cumulative impacts of past, present, and foreseeable future dredging and nourishment activities.

3. *Alternatives.* Several alternatives and sand sources are being considered for the development of the protection plan. These alternatives will be further formulated and developed during the scoping process and an appropriate range of alternatives, including the no federal action alternative, will be considered in the EIS.

4. *Scoping Process.* A public scoping meeting (see **DATES**) will be held to receive public comment and assess public concerns regarding the appropriate scope and preparation of the Draft EIS. Participation in the public meeting by federal, state, and local agencies and other interested organizations and persons is encouraged.

The USACE will consult with the U.S. Fish and Wildlife Service under the Endangered Species Act and the Fish and Wildlife Coordination Act; with the National Marine Fisheries Service under the Magnuson-Stevens Fishery Conservation and Management Act and the Endangered Species Act; and with the North Carolina State Historic Preservation Office under the National Historic Preservation Act. Additionally, the USACE will coordinate the Draft EIS with the North Carolina Division of Water Quality (NCDWQ) to assess the potential water quality impacts pursuant to Section 401 of the Clean Water Act, and with the North Carolina Division of Coastal Management (NCDCM) to determine the projects consistency with the Coastal Zone Management Act. The USACE will closely work with NCDCM and NCDWQ in the development of the EIS to ensure the process complies with all State Environmental Policy Act (SEPA) requirements. It is the intention of both the USACE and the State of North Carolina to consolidate the NEPA and SEPA processes thereby eliminating duplication.

6. *Availability of the Draft EIS.* The Draft EIS is expected to be published and circulated by mid 2013. A public hearing will be held after the publication of the Draft EIS.

Dated: September 14, 2012.

Jean B. Gibby,

Acting Chief, Regulatory Division.

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DEPARTMENT OF DEFENSE

Department of the Army; United States Corps of Engineers

Notice of Intent To Prepare a Joint Environmental Impact Statement (EIS) for the Gateway Pacific Terminals Bulk Dry Goods Shipping Facility and the Custer Spur Rail Expansion Projects

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

ACTION: Notice of intent.

SUMMARY: The Corps, Seattle District, received permit applications for Pacific International Terminal, Inc.'s Gateway Pacific Terminal (GPT) and Burlington Northern Santa Fe (BNSF) Railway's Custer Spur Rail Expansion projects. DA permits are required for both projects pursuant to either Section 10 of the Rivers and Harbors Act of 1899 (33 United States Code (U.S.C.) 403) and/or Section 404 of the Clean Water Act (33 U.S.C. 1344). The Corps has determined the proposed projects are interrelated and may have significant individual and/or cumulative impacts on the human environment. An EIS will be prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, 42 U.S.C. 4322(2)(c), and the Washington State Environmental Policy Act (SEPA). Preparation of the EIS will support the Corps' eventual decision to either issue, issue with modification or deny DA permits for the proposed actions. The EIS will assess the potential social, economic, and environmental impacts of the projects and is intended to be sufficient in scope to address Federal, State, and local requirements, environmental and socio-economic issues concerning the proposed action, and permit reviews. The EIS process begins with the publication of this Notice of Intent. The EIS will be prepared according to the Corps' procedures for implementing NEPA, 33 Code of Federal Regulations (CFR), Part 325, Appendix B, 53 Federal Regulations 3120 (February 3, 1988), and consistent with the Corps' policy to facilitate public understanding and review of agency proposals.

DATES: The scoping period will start on September 24, 2012. Written comments regarding the scope of the EIS—including the environmental analysis, range of alternatives, and potential mitigation actions—should be received at the address below or submitted by email to: comments@eisgatewaypacificwa.gov by January 21, 2013.

ADDRESSES: Written comments concerning the project and requests to be included on the EIS notification mailing list should be submitted to: Mr. Randel Perry, U.S. Army Corps of Engineers, Seattle District, Care of: GPT/BNSF Custer Spur EIS Co-Lead Agencies, 1100 112th Avenue Northeast, Suite 400, Bellevue, Washington 98004.

FOR FURTHER INFORMATION CONTACT: Mr. Randel Perry via email at: randel.j.perry@usace.army.mil, by regular mail at (see **ADDRESSES**), or at (360) 734-3156.

SUPPLEMENTARY INFORMATION:

1. *Proposed Action.* The construction of a new pier in marine waters and associated rail and cargo handling facilities in adjacent wetlands and uplands and the expansion of an existing rail spur line into wetlands and across streams. The Corps is preparing an EIS to analyze the potential social, economic, and environmental impacts associated with authorizing the actions.

2. *Project Description.* The project sites are located in Whatcom County, Washington, northwest of Ferndale and south of Birch Bay in an area called Cherry Point.

Pacific International Terminals, Inc., is proposing the GPT project to be developed on approximately 350 acres and would include a three-berth, deep-water wharf. The proposed wharf would be 3,000 feet long and 105 feet wide, with access to suitably deep water provided by an approximately 1,100 foot-long by 50 foot-wide trestle. Upland facilities will include open air and covered commodity storage, each serviced by an on-site rail loop. A system of conveyors would connect the commodity storage areas to the trestle and wharf. The upland facilities would also contain rail unloading facilities, roadways, service buildings, storm water treatment facilities, and utility infrastructure. Development of these facilities will result in impacts to approximately 145 acres of wetlands and numerous drainage features (ditches). Mitigation for proposed unavoidable impacts to waters of the U.S. will be required to comply with the Corps' 2008 mitigation rule (33 CFR 322.1). Commodities would be delivered to the GPT by rail via the existing BNSF Railway's Custer Spur line from the Bellingham subdivision main line. BNSF Railway is proposing to upgrade its existing Custer Spur line with additional tracks and sidings, which will impact approximately 17 acres of wetlands and involve modifications to two creek crossings and several ditches. Mitigation for proposed unavoidable impacts to waters of the U.S. will be