

The agenda items to be considered include:

- Safety objectives and functional requirement of the Guidelines on alternative design and arrangements for SOLAS chapters II–1 and III
- Making the provisions of MSC.1/Circ.1206/Rev.1 mandatory
- Review of the MODU Code, LSA Code and MSC.1/Circ.1206/Rev.1
- Development of life safety performance criteria for alternative design and arrangements for fire safety (MSC/Circ.1002)
- Clarification of the requirements in SOLAS chapter II–2 for fire integrity of windows on passenger ships carrying not more than 36 passengers and special purpose ships with more than 60 (but no more than 240) persons on board
- Measures for on-board lifting appliances and winches
- Amendments to the Guidelines for vessels with dynamic positioning (DP) systems (MSC/Circ.645)
- Revision of requirement for escape route signs and equipment location markings in SOLAS and related instruments
- Revised SOLAS regulations II–1/13 and II–1/13–1 and other related regulations for new ships
- Unified interpretation of provisions of IMO safety, security, and environment related conventions
- Biennial status report and provisional agenda for SSE 4
- Any other business

Members of the public may attend this meeting up to the seating capacity of the room. In order to ensure reasonable accommodation for the full number of meeting participants, those who plan to attend should contact the meeting coordinator, LT Brian Hall, by email at Brian.M.Hall@uscg.mil, by phone at (202) 372–1396, or in writing at 2703 Martin Luther King Jr. Ave. SE., Stop 7509, Washington DC 20593–7509 not later than March 1, 2016. Requests made after March 1, 2016, might not be able to be accommodated. RTCM Headquarters is located adjacent to the Rosslyn Metro station and is accessible by taxi and privately owned conveyance. Additional information regarding this and other public meetings related to the IMO may be found at: www.uscg.mil/imo.

Dated: January 15, 2016.

Jonathan Burby,

Coast Guard Liaison Officer, Office of Ocean and Polar Affairs, Department of State.

[FR Doc. 2016–01273 Filed 1–21–16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in Utah

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of limitation of claims for judicial review of actions by FHWA and other federal agencies.

SUMMARY: This notice announces actions taken by the FHWA that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to the proposed 1800 North (SR–37) 2000 West to I–15, Davis County improvements in the State of Utah. These actions grant approvals for the project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the FHWA actions on the highway project will be barred unless the claim is filed on or before June 20, 2016. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: Mr. Paul Ziman, Area Engineer, Region 1, FHWA Utah Division, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84129; telephone at 801–955–3525, or via email at paul.ziman@dot.gov. The FHWA Utah Division Office's normal business hours are Monday through Friday, 7:30 a.m. to 4:30 p.m., m.t.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FHWA has taken final agency action subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the 1800 North (SR–37) 2000 West to I–15 project in the State of Utah. The 1800 North (SR–37) 2000 West to I–15 project proposes to provide transportation improvements on 1800 North (SR–37) between 2000 West and Interstate 15 (I–15) in Davis County, Utah, within the cities of Clinton and Sunset. The project consists of the following improvements: Widen 1800 North between Main Street and 2000 West to a five-lane cross-section (two travel lanes in each direction with a two-way left-turn lane) with additional lanes to accommodate turning movements as 1800 approaches Main Street and 2000 West; construct a grade-separated railroad crossing on 1800 North that would take 1800 North over the Union Pacific Railroad and Utah Transit Authority tracks; and construct a new interchange on I–15 at 1800 North that would provide flyover ramps to the

east side of I–15. The directional flyover ramps would be shifted to the south to avoid the Army Rail Shop (a Section 4(f) property). The actions by the FHWA and the laws under which such actions were taken are described in the Environmental Impact Statement and Section 4(f) Evaluation issued on December 21, 2015.

This notice applies to all FHWA decisions as of the issuance date of this notice and all laws under which such actions were taken. Laws generally applicable to such actions include but are not limited to:

1. General: National Environmental Policy Act (42 U.S.C. 4321–4351); Federal-aid Highway Act (23 U.S.C. 109).

2. Wildlife: Endangered Species Act (16 U.S.C. 1531–1544 and 1536); Fish and Wildlife Coordination Act (16 U.S.C. 661–667(d)); Migratory Bird Treaty Act (16 U.S.C. 703–712).

3. Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470(f) *et seq.*); Archaeological and Historic Preservation Act (16 U.S.C. 469–469(c)); Archaeological Resources Protection Act of 1977 (16 U.S.C. 470(aa)–11).

4. Wetlands and Water Resources: Clean Water Act (Sections 319, 401, and 404) (33 U.S.C. 1251–1387); Land and Water Conservation Fund (16 U.S.C. 4601–4604); Safe Drinking Water Act (42 U.S.C. 300f through 300j–26); Rivers and Harbors Act of 1899 (33 U.S.C. 401–406); Wild and Scenic Rivers Act (16 U.S.C. 1271–1287); Emergency Wetlands Resources Act, (16 U.S.C. 3901, 3921); Wetlands Mitigation (23 U.S.C. 119(g) and 133(b)(14)); Flood Disaster Protection Act (42 U.S.C. 4012a, 4106).

5. Section 4(f) Land: Department of Transportation Act of 1966 (49 U.S.C. 303; 23 U.S.C. 138).

6. Noise: Federal-Aid Highway Act of 1970 (Pub. L. 91–605, 84 Stat. 1713); 23 U.S.C. 109(h) and (i); 42 U.S.C. 4441, 4332; sec. 339(b), Public Law 104–59, 109 Stat. 568, 605; 23 CFR part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise); 49 CFR 1.48(b).

7. Executive Orders: E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13287 Preserve America.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(l)(1).

Issued on: January 12, 2016.

Brigitte Mandel,

Acting Division Administrator, Federal Highway Administration, Salt Lake City, Utah.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Transportation Project in and Between the States of New York and New Jersey: Cross Harbor Freight Program, Tier 1 Final Environmental Impact Statement

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of limitation on claims for judicial review of actions by FHWA and other federal agencies.

SUMMARY: This notice announces actions taken by the FHWA and other Federal Agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to the Cross Harbor Freight Program (CHFP) Tier I Final Environmental Impact Statement (Tier I FEIS), and consist of the issuance by FHWA of a record of decision (ROD), dated December 9, 2015, with respect to the Tier I FEIS. The Federal actions, taken as a result of a tiered environmental review process under the National Environmental Policy Act (NEPA) (42 U.S.C. 4321-4351) and implementing regulations on tiering (40 CFR 1502.20, 40 CFR 1508.28, and 23 CFR part 771), determined certain issues relating to the proposed projects. Those Tier 1 decisions will be used by Federal agencies in subsequent proceedings, including decisions whether to grant licenses, permits, and approvals for highway, rail, and transit projects. Tier 1 decisions may also be relied upon by State and local agencies in proceedings on the proposed projects.

DATES: By this notice, the FHWA is advising the public that it has made decisions that are subject to 23 U.S.C. 139(l)(1) and are final within the meaning of that law. A claim seeking judicial review of the Tier 1 Federal agency decisions on the proposed highway, rail, and transit projects will be barred unless the claim is filed on or before June 20, 2016.

FOR FURTHER INFORMATION CONTACT: For FHWA: Mr. Peter W. Osborn, Division Administrator, Federal Highway Administration, Leo W. O'Brien Federal Building, Albany, New York 12207;

telephone (518) 431-4127; *Peter.Osborn@dot.gov*. FHWA New York Division Office's normal business hours are 7:30 a.m. to 4:00 p.m., e.t.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FHWA has issued a Tier 1 FEIS and an ROD in connection with the proposed CHFP that aims to improve the movement of goods in the greater New York/New Jersey region by enhancing the transportation of freight across New York Harbor (Harbor). As part of the CHFP, FHWA and the Port Authority of New York and New Jersey (PANYNJ) are undertaking a tiered environmental impact statement process, pursuant to the NEPA, which studies the goods movement system serving the region today, and considers how that system could be improved through various alternatives for the transportation of freight across the Harbor.

Tier I broadly examined the potential transportation and environmental effects from a range of alternatives, with the goal of selecting those alternative(s) for further study and potential implementation.

FHWA and the PANYNJ issued a Tier I Draft Environmental Impact Statement (Tier I DEIS) in November 2014 for public review and comment. The Tier I DEIS analyzed 10 Build Alternatives and a No Action Alternative. The project team used a variety of forums to engage stakeholders and solicit public comment on the Tier I DEIS, including scoping meetings; public hearings; briefings for elected officials, community groups, business, environmental, and transportation advocates, and other stakeholders; workshops for Federal, State, and local government agencies having regulatory jurisdiction over, or expertise with respect to, the Alternatives under review; a project Web site; and informational materials made available in English, Chinese, Spanish, and Yiddish.

Based on the findings in the Tier I DEIS, and in consideration of the written and oral comments received from the public, FHWA and PANYNJ issued a Tier I FEIS in September 2015, which included a Response to Comments chapter, and identified two of the Build Alternatives (the Enhanced Carfloat Alternative and the Rail Tunnel Alternative) as Preferred Alternatives that are recommended for more detailed, site-specific review and analysis in a Tier II level of study.

As Federal lead agency, FHWA issued a ROD on December 9, 2015, adopting the recommendations made in the Tier I FEIS and closing out Tier I of the

study. It is important to note that neither the Tier I FEIS, nor the ROD, constitute a decision to implement any of the Alternatives that have been advanced for further consideration.

The actions by FHWA and the laws under which such actions were taken, are described in the Tier I FEIS, the ROD issued on December 9, 2015, and in other documents in the FHWA administrative record. The Tier I FEIS, the ROD, and other documents in the FHWA administrative record file are available by contacting FHWA at the address provided above. The Tier I FEIS and the ROD can be viewed and downloaded from the project Web site at www.crossharborstudy.com.

This notice applies to all Federal agency Tier 1 decisions that are final within the meaning of 23 U.S.C. 139(l)(1) as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) (42 U.S.C. 4321-4351); Federal-Aid Highway Act (23 U.S.C. 109 and 23 U.S.C. 128).
2. Air: Clean Air Act (42 U.S.C. 7401-7671(q)).
3. Land: Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303 and 23 U.S.C. 138).
4. Wildlife: Endangered Species Act (16 U.S.C. 1532-1544 and Section 1536); Fish and Wildlife Coordination Act (16 U.S.C. 661-667(d)); and Migratory Bird Treaty Act (16 U.S.C. 703-712).
5. Wetlands and Water Resources: Safe Drinking Water Act (42 U.S.C. 300(f)-300(j)(6)); Wild and Scenic Rivers Act (16 U.S.C. 1271-1287); and Wetlands Mitigation (23 U.S.C. 103(b)(6)(M) and 133(b)(11)).
6. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470(f) et seq.).
7. Social and Economic: Civil Rights Act of 1964 (42 U.S.C. 2000(d)-2001(d)(1)); and American Indian Religious Freedom Act (42 U.S.C. 1966).
8. Executive Orders: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; and E.O. 11514 Protection and Enhancement of Environmental Quality.
9. Hazardous Materials: Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (42 U.S.C. 9601-9675); Superfund Amendments and