CBJ DOCKS & HARBORS BOARD
CIP / PLANNING COMMITTEE MEETING AGENDA
For Thursday, May 19, 2011

I. **Call to Order** (5:00 pm in the Assembly Chambers)

II. **Roll Call** (Kevin Jardell, Eric Kueffner, Jim Preston, Tom Donek and Michael Williams).

III. **Approval of Agenda.**

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED.

IV. **Public Participation on Non-Agenda Items.**
(Not to exceed five minutes per person or twenty minutes total time).

V. **Approval of April 21, 2011 CIP/Planning Meetings Minutes.**

VI. **Items for Action.**

1. Alaska Municipal Harbor Grant Application
   Presentation by the Port Engineer

   Committee Questions

   Public Comments

   Committee Discussion/Action

   MOTION: TO BE DEVELOPED AT THE MEETING

2. Small Shipyards Grant Application
   Presentation by the Port Engineer

   Committee Questions

   Public Comments

   Committee Discussion/Action

   MOTION: TO BE DEVELOPED AT THE MEETING

3. Fish Sales Facility Grant Application
   Presentation by Port Engineer

   Committee Questions

   Public Comments

CBJ DOCKS & HARBORS BOARD
CIP / PLANNING COMMITTEE MEETING AGENDA
For Thursday, May 19, 2011

VI. Items for Action(continued)

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

VII. Items for Information/Discussion.

VIII. Member & Staff Reports.

IX. Committee Administrative Matters.

Next Meeting: June 23, 2011 at 5:00 pm in the Assembly Chambers

X. Adjournment.

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES
For Thursday, April 21, 2011

I. Call to Order.

Committee member Mr. Donek called the meeting to order at 5:00 p.m.

II. Roll.

The following members were present: Mr. Donek, Mr. Kueffner, Mr. Jardell, and Mr. Preston.

The Following member was absent: Mr. Wostmann and Mr. Williams.

Also in attendance was: Mr. Stone – Port Director, Mr. Gillette – Port Engineer and Ms. Danner – Assembly Liaison.

III. Approval of Agenda.

Mr. Gillette added under items for information #4 a hydraulic trailer for the ABLF.

MOTION by Mr. Preston: ASK UNANIMOUS CONSENT TO APROVE THE AGENDA AS AMMENDED. The motion passed without objection.

IV. Public Participation.

There were none at this time.

V. Approval of Previous Meeting Minutes.

MOTION by Mr. Kueffner: ASK UNANIMOUS CONSENT TO APPROVE THE PREVIOUS MINUTES OF March 23, 2011. The motion passed without objection.

VII. Items for Action.

1. Cops of Engineers Funding Resolution.

Mr. Stone stated that in the committee members packet is a resolution that is making its way throughout the State of Alaska. What it is talking about is asking Congress to keep the small boat harbor program going through the Corp of Engineers because it looks like it going to get eliminated due to budget cuts. Mr. Stone stated that the Alaska Harbor Masters have adopted this and also several municipalities are looking at doing the same. What Mr. Stone would like to do is have the Board consider this and if it is in favor ask the Assembly to adopt a resolution similar to other municipalities.

Mr. Stone has checked with our Washington DC lobbyist to see if this would be of any benefit and they thought that it would be considering what is happening with funding for the COE in Alaska.

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He stated that we have been working with the COE on certain projects with our facility such as a new breakwater out at Statter Harbor, but it has since been put on hold.

Mr. Stone and the committee members went over the draft resolution at this time and further discussion took place.

MOTION by Mr. Kueffner: ASK UNANIMOUS CONSENT TO RECOMMEND TO THE BOARD APPROVAL OF A RESOLUTION SUPPORTING MAINTAINING A CORPS OF ENGINEERS FUNDS FOR CONSTRUCTION. The motion passed without objection.

Further discussion took place at this time.

VII. Items for Information/Discussion.

1. Request for Historical Vessel Moorage Area.

Mr. Stone stated that there is a memo in the committee member's packet from a Ms. Waring in which she is asking the Board to consider an area within the harbor system or port that would be designated for historical boats.

He told Ms. Waring that he would present this to the CIP committee to see if there was any interest in doing something of this nature.

Further discussion among the committee members and Mr. Stone took place at this time.

Mr. Kueffner has volunteered to write a suggested response to Ms. Waring. He stated that there are issues regarding what historical vessels that would be coming to Juneau in regards to the size, condition and ownership.

Mr. Gillette brought the point up of just exactly what is a historical boat, and how do we define this? He stated that if we are going to do this, we would need to set some criteria's for this type of activity.

2. Cruise Ship Dock Update.

Mr. Stone stated that Mr. Duncan has put out a memo that is in the committee member's packet on the funding for plan 16B. Mr. Stone went over the two financing plans that were laid out, which are quite thorough (See Attached).

Mr. Stone stated that there is the main meeting with the Assembly and the committee of the whole that will be held Monday night at 6:00pm in the assembly chamber where they will be going over the financing plan, dock plan, the uplands rebuild and also the sea walk project.

Further discussion took place among the committee members and Mr. Stone at this time.

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Public Participation:

Mr. Watson discussed the debt schedule with the committee members and recommended the committee keep in mind inflation rates.

Further discussion regarding the layout of the parking lot took place at this time.

3. New Port/Customs Building Update.

Mr. Gillette stated that they are getting very close to having the building complete. The plan is that people can start moving in next Wednesday.

4. Hydraulic Trailer for the ABLF.

Mr. Gillette stated that as it turns out the ABLF Tiger Grant got approved favorable bid for the construction, which leaves us with a fair amount of money leftover. Mr. Gillette contacted the grant folks and asked them if it would be possible for us to purchase a hydraulic trailer for pulling boats out of the water. They stated that if it enhances the operations of the facility and have the money to go ahead.

Mr. Gillette stated that they are working on plan on how it might work for this facility and possibly for DeHart's. Basically for the maneuverability and the size that we have here we are limited to a 45 ton trailer, which would get quite a few of the boats. The trailer drives about 8 miles per hour so it won't be speedy between the two facilities, but would be able to on the off hours to move it from one facility to the other.

Further discussion among the committee members and Mr. Gillette took place at this time.

VIII. Member & Staff Reports.

There were none at this time.

IX. Committee Administrative Matters.

The next meeting is scheduled for May 19, 2011 at 5:00 pm in the City Chambers.

X. Adjournment.

MOTION by Mr. Kueffner: THE MEETING ADJOURNED BY UNANIMOUS CONSENT. The motion passed without objection.

The meeting was adjourned at 6:00 p.m.

DRAFT

John Stone

From: aahpa-l-bounces@lists.uaf.edu on behalf of Lukshin, Michael A (DOT) [michael.lukshin@alaska.gov]
Sent: Wednesday, April 27, 2011 4:01 PM
To: aahpa-l@lists.uaf.edu
Subject: [AAHPA-L] Municipal Harbor Facility Grant program - SY13 applications

Attachments: ATT00001.txt

ATT00001.txt (403 B)

Dear AAHPA members,

The Alaska DOT&PF is now taking applications for the SY2013 Municipal Harbor Facility Grant program. Applications must be postmarked or hand delivered to my office before the deadline. Hand delivered applications will be accepted during normal working hours, Monday through Friday, 8 am to 4:30 pm. My office is located at 3132 Channel Drive, Suite 105, Juneau, Alaska. The application deadline is August 1, 2011.

The harbor grant information is available at http://www.dot.state.ak.us/stwddes/desports/harbor_grant.shtml.

Note the solicitation of harbor grant applications is not a guarantee of state funding. State funding is subject to Alaska Legislative approval next year. SY2013 harbor grant funds won't be available until after the 2012 legislative session.

Applicants are reminded to read the instructions carefully in order to see that your proposed harbor improvement project is eligible and meets the program's criteria. Note, there are pending changes in HB 119 which will affect the group of eligible applicants and exceptions to the use of state funds as local match. If HB 119 is signed by the Governor, then the application form will need to be changed.

If you have any questions about the program or how to fill out the application, please contact me at 907-465-3979 or at michael.lukshin@alaska.gov.

Thanks,

Mike

Michael Lukshin, P.E.

Statewide Ports and Harbors Engineer

Alaska DOT&PF

W: 907-465-3979

John Stone

From: Randy.Rogers@dot.gov

Sent: Friday, April 29, 2011 5:28 AM

To: ataormina@portofhueneme.org; agoodwin@acta.org; ascheunemann@nwcontainer.com; amaops@sea.alaskamaritime.com; ahamilton@rupertport.com; amoslogistics@sbcglobal.net; ArneJMartinsen@aol.com; Anil.Mathur@aktanker.com; beckett.k@portseattle.org; bill.dewitt@ssamarine.com; carlton@NITL.ORG; berittrainrep@sbcglobal.net; DBXPERTISE@aol.com; moseled@wsdot.wa.gov; WittS@wsdot.wa.gov; IvanovB@wsdot.wa.gov; edpage@mxak.org; edg@portolympia.com; FPisano@trapac.com; ghicks@camsys.com; tinstitute@qwestoffice.net; jwolfe@portoftacoma.com; jim.gosnell@westcoastcorridors.org; mmoore@pmsaship.com; mgrubbs@pmsaship.com; JBishop@PortofCoosBay.com; jeveentjer@marineexchangesea.com; john.falvey@alaska.gov; rpopham@portofsandiego.org; rick.wilson@bnsf.com; kristin.meira@pnwa.net; John.Kimmerlein@kyl.com; kristine_reeves@murray.senate.gov; lpaulson@portvanusa.com; rogerl2@ptpc.com; rocky.smith@crowley.com; racjr@cmimail.com; rick.gabrielson@target.com; Sam.Ruda@portofportland.com; ribuffos@muni.org; Sue@shey-harding.com; sheila_babb@murray.senate.gov; Tom.Young@mail.house.gov; john@jmhconsult.com; Noronha@DigitalGeographic.com; wainwright@pdxmex.com; sbowman@portoftacoma.com; markcederberg@sjnav.com; Kevin_Krick@apl.com; ReinmuS@wsdot.wa.gov; mark_christensen@apl.com; john@starboardalliance.com; Chad.Padgett@mail.house.gov; Schawna_Thoma@begich.senate.gov; jhemsath@aidea.org; tracy.conroy@navy.mil; sardussi@psrc.org; yoshitani.t@portseattle.org; jill.satran@gov.wa.gov; stacey.jones@halcrow.com; ibusf@pacbell.net; Styrk.L@portseattle.org; MGaddis@moffattnichol.com; karmenh@portofskagit.com; dkinney@ci.valdez.ak.us; bill.willis@teckcominco.com; hyde@portofanacortes.com; jimd@portofbellingham.com; jimm@portofpa.com; jeffr@portofpa.com; johnm@portofeverett.com; GNelson@portgrays.org; lcawley@portofkalama.com; kohollaren@portoflongview.com; ryan.dumm@mail.house.gov; David.Suomi@faa.gov; monte@guam.net; IKHRATA@scag.ca.gov; Judith.Morris@mail.house.gov; Jeff.Brown@SEN.CA.GOV; Mark.Dix@noaa.gov; co.moc.pacific@noaa.gov; psdavies@daviestranscon.com; John Stone; Gary Gillette; Norman.Fassler-Katz@SEN.CA.GOV; jmclaurin@pmsaship.com; rbiter@transgov.com; lblakey@blakey-agnew.com; sblust@iicl.org; rboerstling@nam.org; todd.busch@crowley.com; gcapacci@gmail.com; david.carmody@navy.mil; gchu@matson.com; peter.dailey@sfport.com; mennis@washingtonpolicy.org; hanson.e@portseattle.org; marvin.ferreira@apmterminals.com; jfinholm@transtrade.com; eganda24@gmail.com; ghouse.a@portseattle.org; jsgoing@pacbell.net; tgood@matson.com; Rick.Krochalis@dot.gov; John.Moffat@dot.gov; williamchamlin@aol.com; jim@cmanc.com; jhill@thehginc.com; finman@majesticrealty.com; john@starboardalliance.com; john@jamianmcelroy.com; mmariner08@sbcglobal.net; pat@jonesstrategic.com; stacey.jones@halcrow.com; peter.keller@na.nykline.com; jon@fremontmaritime.com; laura.kovary@bp.com; kevin_krick@apl.com; hdle@usc.edu; john.lockwood@toddpacific.com; wlyte@aol.com; kaismartin@gmail.com; rbm@mxsocal.org; michael.nerney@sfport.com; usa.mnewcomb@cma-cgm.com; perrone@polb.com; rquartel@ntelx.com; akdad@aol.com; crivera@acta.org; mark.sisson@aecom.com; tschott@schottlites.com; barry.sedlik@calbizventures.com; thiessen@polb.com; charles.tillotson@ports-waterways.com; svolkle@marineresourcesgroup.com; tom.ward@portsamerica.com; swareone@yahoo.com; don.wylie@portsamerica.com; peter.xotta@portmetrovancouver.com; ayeros@broe.com; barryh@cms-cs.com; pete.mills@mail.house.gov; jim.maloney@sfport.com; wkemmsies@moffattnichol.com; usmma73@aol.com; nancy.hemsath@international.gc.ca; zachary@pbworld.com; gus@globalbusinessadvocates.com; charlies@portofbellingham.com; dscholl@PortofCoosBay.com; ferrullig@mindspring.com; portdave@portoflewiston.com; jrothlin@portofchehalis.com; Marc.VanDongen@matsugov.us; trapp@portsh.org

Subject: MARAD's Announces Small Shipyard Grant Funding

Attachments: MARAD_Small Shipyard Grants_2011.pdf

Good Morning,

MARAD has announced there is $9.8 million available for grants for capital and related improvements of qualified small shipyard facilities that will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. The deadline for grant applications is June 14. It is expected awards for these grants will be made by August 15. I have attached the Federal Register notice.

Good luck to those who may apply.

Thank you for reading and have a great day.

Randy

Randy Rogers
Director, Pacific Northwest and Alaska Gateway Office
U.S. Maritime Administration
Jackson Federal Building
915 2nd Ave, Room 2608
Seattle, WA 98174
(W) 206-220-7717
(Cell) 206-450-8956
Email – randy.rogers@dot.gov

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Notice With Respect to List of Countries Denying Fair Market Opportunities for Government-Funded Airport Construction Projects

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: Pursuant to section 533 of the Airport and Airway Improvement Act of 1982, as amended (49 U.S.C. 50104), the United States Trade Representative (USTR) has determined not to list any countries as denying fair market opportunities for U.S. products, suppliers, or bidders in foreign government-funded airport construction projects.

DATES: *Effective Date:* Date of publication.

FOR FURTHER INFORMATION CONTACT: Jean Heilman Grier, Senior Procurement Negotiator, Office of the United States Trade Representative, (202) 395–9476, or Maria Pagan, Associate General Counsel, Office of the United States Trade Representative, (202) 395–9626.

SUPPLEMENTARY INFORMATION: Section 533 of the Airport and Airway Improvement Act of 1982, as amended by section 115 of the Airport and Airway Safety and Capacity Expansion Act of 1987, Public Law 100–223 (codified at 49 U.S.C. 50104) ("the Act"), requires USTR to decide whether any foreign country has denied fair market opportunities to U.S. products, suppliers, or bidders in connection with airport construction projects of $500,000 or more that are funded in whole or in part by the government of such country. The list of such countries must be published in the **Federal Register**. USTR has not received any complaints or other information that indicates that U.S. products, suppliers, or bidders are being denied fair market opportunities in such airport construction projects. As a consequence, for purposes of the Act, USTR has decided not to list any countries as denying fair market opportunities for U.S. products, suppliers, or bidders in foreign government-funded airport construction projects.

Ronald Kirk,

United States Trade Representative.

[FR Doc. 2011–10473 Filed 4–28–11; 8:45 am]

BILLING CODE 3190–W1–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Assistance to Small Shipyards Grant Program; Catalog of Federal Domestic Assistance Number: 20.814

AGENCY: Maritime Administration, Department of Transportation, Office of Shipyards and Marine Engineering.

ACTION: Notice.

SUMMARY: There is currently $9,800,000 available for grants for capital and related improvements for qualified small shipyard facilities that will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration.

DATES: *Key Dates:* The period for submitting grant applications, as mandated by statute, commenced on April 15, 2011 and will terminate on June 14, 2011. The applications must be received by the Maritime Administration by 5 p.m. EDT on June 14, 2011. Applications received later than this time will not be considered. The Maritime Administration intends to award grants no later than August 15, 2011.

FOR FURTHER INFORMATION CONTACT: Office of Shipyards and Marine Engineering, Maritime Administration, Room W21–318, 1200 New Jersey Ave., SE., Washington, DC 20590; phone: (202) 366–5737; or fax: (202) 366–6988.

SUPPLEMENTARY INFORMATION:

Funding Opportunity: Section 54101 of Title 46, United States Code, and the Department of Defense and Full-Year Continuing Appropriations Act, 2011, 2011 Public Law 112–10 provide that the Maritime Administration shall establish an assistance program for small shipyards. Under this program, there is currently $9,800,000 available for grants for capital and related improvements for qualified small shipyard facilities that will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. ($200,000 of the $10,000,000 appropriated for the program is reserved for program administration.) Such grants may not be used to construct buildings or other physical facilities or to acquire land unless such use is specifically approved by the Maritime Administration as being consistent with and supplemental to capital and related infrastructure improvements. Grant funds may also be used for maritime training programs to foster technical skills and operational productivity in communities whose economies are related to or dependent upon the maritime industry. Grants for such training programs may only be awarded to "Eligible Applicants" as described below, but training programs can be established through vendors to such applicants.

Award Information: The Maritime Administration intends to award the full amount of the available funding through grants to the extent that there are worthy applications. No more than 25 percent of the funds available will be awarded to any small shipyard facility in one geographic location that has more than 600 production employees. The Maritime Administration will seek to obtain the maximum benefit from the available funding by awarding grants for as many of the most worthy projects as possible. The Maritime Administration may partially fund applications by selecting parts of a total project. The start date and period of performance for each award will depend on the specific project and must be agreed to by the Maritime Administration.

Eligibility Information: 1. Eligible Applicants—the statutes referenced in "Funding Opportunity" above provide that shipyards can apply for grants. The small shipyard facility for which a grant is sought is defined as a shipyard facility in a single geographical location, located in or near a maritime community, which does not have more than 1200 employees. The applicant must be the operating entity of the shipyard facility. The shipyard facility must construct, repair, or reconfigure vessels 40 ft. in length or greater, for commercial or government use. 2. Eligible Projects—capital and related improvement projects that will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration; and training projects that will be effective in fostering employee skills and enhancing productivity. For capital improvement projects, all items proposed for funding must be new and to be owned by the applicant. For both capital improvement and training projects, all project costs, including the recipient's share, must be incurred after the date of the grant agreement.

Matching Requirements: The Federal funds for any eligible project will not exceed 75 percent of the total cost of such project. The remaining portion of the cost shall be paid in funds from or on behalf of the recipient. The applicant is required to submit detailed financial statements and supporting documentation demonstrating how and when such required matching funds are

proposed to be provided as described below. The recipient's entire matching requirement must be paid prior to payment of any federal funds for the project. However, for good cause shown, the Maritime Administrator may waive the matching requirement in whole or in part, if the Administrator determines that a proposed project merits support and cannot be undertaken without a higher percentage of federal financial assistance.

Application: An application must be filed on standard Form SF–424, which can be found on the Internet at Marad.dot.gov. Although the form is available electronically, the application must be filed in hard copy as indicated below due to the amount of information requested. A shipyard facility in a single geographic location applying for multiple projects must do so in a single application. The application for a grant must include all of the following information as an addendum to Form SF–424. The information should be organized in sections as described below:

Section 1: A description of the shipyard including (a) location of the shipyard; (b) a description of the shipyard facilities; (c) years in operation; (d) ownership; (e) customer base; (f) current order book, including type of work; (g) vessels delivered (or major projects) over last 5 years, and (h) Web site address, if any.

Section 2: For each project proposed for funding, the following:

(a) A comprehensive, detailed description of the project including a statement of whether the project will replace existing equipment, and if so the disposition of the replaced equipment.

(b) A description of the need for the project in relation to shipyard operations and business plan and an explanation of how the project will fulfill this need.

(c) An quantitative analysis demonstrating how the project will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, or reconfiguration (for capital improvement projects), or how the project will be effective in fostering employee skills and enhancing productivity (for training projects). The analysis should quantify the benefits of the project in terms of man-hours saved, dollars saved, percentages, or other meaningful metrics. The methodology of the analysis should be explained, with identification of and justification for assumptions used.

(d) A detailed methodology and timeline for implementing the project.

(e) A detailed itemization of the cost of the project, together with supporting documentation, including current vendor quotes and estimates of installation costs.

(f) A statement explaining whether any elements of the project require action under the National Environmental Policy Act (42 U.S.C. 4321, *et seq.*) or require any licenses or permits.

Items 2(a) through 2(f) should be repeated, in order, for each separate project included in the application.

Section 3: A table with a prioritized list of projects, their respective total costs, and Government portion (in dollars) for each.

Section 4: A description of existing programs or arrangements, if any, which will be used to supplement or leverage the federal grant assistance.

Section 5: Special economic circumstances and conditions, if any, of the maritime community in which the shipyard is located (beyond that which is reflected in the unemployment rate of the county in which the shipyard is located and whether that county is an economically distressed area, as defined by 42 U.S.C. 3161).

Section 6: Shipyard company officer's certification of each of the following items:

(a) That the shipyard facility for which a grant is sought is located in a single geographical location in or near a maritime community and (i) the shipyard facility has no more than 600 production employees, or (ii) the shipyard facility has more than 600 production employees, but fewer than 1200 production employees (the shipyard officer must certify to one or the other of (i) or (ii));

(b) That the applicant has the authority to carry out the proposed project; and

(c) Certification in accordance with the Department of Transportation's regulation restricting lobbying, 49 CFR part 20, that the applicant has not, and will not, make any prohibited payments out of the requested grant.

Certifications are not required to be notarized.

Section 7: Unique identifier of shipyard's parent company (when applicable): Data Universal Numbering System (DUNS + 4 number) (when applicable).

Section 8: 2009 or 2010 (if available) year-end, audited, reviewed or compiled financial statements prepared by a certified public accountant, according to U.S. generally accepted accounting principles, not on an income tax basis. September 30, 2010 financial statements prepared by the applicant entity if December 31, 2010 CPA-prepared statements are not available. Do not provide tax returns.

Section 9: Statement regarding the relationship between applicants and any parents, subsidiaries, or affiliates, if any such entity is going to provide a portion of matching funds.

Section 10: Evidence documenting applicant's ability to satisfy the proposed matching fund requirement (loan agreement, commitment from investors, cash on balance sheet, etc.) and in the times outlined in 2(d) above.

Section 11: Pro-forma financial statements reflecting (a) September 30, or December 31, 2010 financial condition; (b) effect on balance sheet of grant and matching funds (i.e. a decrease in cash or increase in debt, additional equity, or an increase in fixed assets); and (c) impact on applicant entity's projected financial condition (balance sheet) by completion of proposed project, showing that applicant will have sufficient financial resources to remain in business.

Section 12: Statement whether during the past five years, the applicant or any predecessor or related entity has been in bankruptcy or in reorganization under Chapter 11 of the Bankruptcy Code, or in any insolvency or reorganization proceedings, and whether any substantial property of the applicant or any predecessor or related entity has been acquired in any such proceeding or has been subject to foreclosure or receivership during such period. If so, give details.

Additional information may be requested as deemed necessary by the Maritime Administration in order to facilitate and complete its review of the application. If such information is not provided, the Maritime Administration may deem the application incomplete and cease processing it.

Where to File Application: Submit an original copy and one additional paper copy of the application and two CDs each containing a complete electronic version of the paper copy in PDF format to: Associate Administrator for Business and Finance Development, Room W21–318, Maritime Administration, 1200 New Jersey Ave., SE., Washington, DC 20590. Submissions should be sent by express delivery service.

Evaluation of Applications: The Maritime Administration will evaluate the applications on the basis of how well the project for which a grant is requested would be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration (for capital improvement projects) or how well the project for which a grant is requested would be effective in fostering employee

skills and enhancing productivity (for training projects), and the economic circumstances and conditions of the surrounding community. The economic circumstances and conditions description will be based on the unemployment rate of the county in which the shipyard is located and whether that county is an economically distressed area, supplemented by any special economic circumstances and conditions identified by the applicant. The Maritime Administration will award grants in its sole discretion in such amounts and under such conditions it determines will best further the statutory purposes of the small shipyard grant program. Projects that may require additional environmental assessments such as those including waterside improvements (dredging, bulkheading, pier work, pilings, etc.) will not be considered for funding. Preference will be given to funding applications: (1) That propose matching funds greater than a 25% share of the project; (2) that impact existing operations and/or product lines rather than expand the capabilities of the shipyard into new product lines or capabilities; and (3) that result in a geographic diversity of grant recipients.

Potential applicants are advised that it is expected, based on past experience, that application requests will far exceed the funds available and that only a small percentage of applications will be funded. It is anticipated that about 10 applications will be selected for funding with an average grant amount of about $1 million.

Conditions Attached to Awards: The grant agreement will set out the records to be maintained by the recipient that must be available for review and audit by the Maritime Administration, as well as any other conditions and requirements.

Dated: April 26, 2011.

By Order of the Maritime Administrator.

Murray Bloom,

Acting Secretary, Maritime Administration.

[FR Doc. 2011–10511 Filed 4–27–11; 4:15 pm]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35485]

Nittany & Bald Eagle Railroad Company—Temporary Trackage Rights Exemption—Norfolk Southern Railway Company

Norfolk Southern Railway Company (NSR), pursuant to a written trackage rights agreement dated February 25, 2011, has agreed to grant nonexclusive overhead temporary trackage rights to Nittany & Bald Eagle Railroad Company (N&BE) over a portion of NSR's line of railroad between Lock Haven, PA (milepost BR 194.2), and Driftwood, PA (milepost BR 139.2), a distance of 55 miles.[1]

The transaction is scheduled to be consummated on or after May 15, 2011, the effective date of the exemption (30 days after the exemption was filed). The temporary trackage rights are scheduled to expire on December 15, 2011. The purpose of the temporary trackage rights is to allow N&BE to operate bridge train service for temporary, seasonal traffic originating on N&BE for delivery to an off-line destination.

As a condition to this exemption, any employees affected by the acquisition of the temporary trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway, Inc.—Lease & Operate—California Western Railroad*, 360 I.C.C. 653 (1980), and any employees affected by the discontinuance of those trackage rights will be protected by the conditions set out in *Oregon Short Line Railroad & The Union Pacific Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

This notice is filed under 49 CFR 1180.2(d)(8). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction. Petitions for stay must be filed no later than May 6, 2011 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35485, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Richard R. Wilson, 518 N. Center Street, Suite 1, Ebensburg, PA 15931.

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

Decided: April 26, 2011.

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

Andrea Pope-Matheson,

Clearance Clerk.

[FR Doc. 2011–10414 Filed 4–28–11; 8:45 am]

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[1] A redacted, executed trackage rights agreement between NSR and N&BE was filed with the notice of exemption. The unredacted version was concurrently filed under seal along with a motion for protective order, which will be addressed in a separate decision.

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35492]

Atlantic and Western Railway, Limited Partnership—Trackage Rights Exemption—Norfolk Southern Railway Company

Pursuant to a written trackage rights agreement, Norfolk Southern Railway Company (NSR) has agreed to grant limited local trackage rights to Atlantic and Western Railway, Limited Partnership (ATW)[1] over approximately 13.8 miles of NSR's rail line between milepost NS–279.9, NSR's connection with ATW, at Cumnock, NC and milepost 266.1 at Brickhaven, NC (the line).[2]

The transaction is scheduled to be consummated on May 13, 2011, the effective date of the exemption (30 days after the exemption was filed).

The purpose of the transaction is to allow ATW to extend its existing rail service to the three customers located on the line.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway—Lease and Operate—*

[1] By letter filed April 15, 2011, ATW corrects two places in its initial filing in which its corporate name was incorrectly identified as Atlantic and Western Railway Company, Limited Partnership.

[2] These trackage rights also include sufficient head/tail room at both ends of the line to safely conduct operations. According to the agreement, ATW's trackage rights are limited to providing local service to Noble Oil at Colon, NC, Lee Brick & Tile at Leebrick, NC, and General Shale Brick at Brickhaven, or their respective successors. In addition, the written trackage agreement does not permit ATW to handle coal.

PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Project	Status	Schedule	Contractor	Notes
Auke Bay Loading Facility - Phase I				
Conveyance - ADNR Land - Facility	Submitted	Spring 2011		Awaiting survey for land conveyance
Conveyance - ADNR Land - Mitigation	Submitted	Spring 2011		Awaiting direction from ADNR
Modification to CU for fuel bunkering				Awaiting Planning Commission review
Auke Bay Loading Facility - Phase II				
Construction	In Progress	Feb 2011-Aug 2011	SE Earthmovers	
Douglas Floating Breakwater	Construction	Fall 2011	Trucano	Corps funded project
Old Douglas Harbor Reconstruction				
Permitting	Hold	Winter 2010/11	PND	Preparing further documentation per Agency request
Final Engineering and Design	Design	Winter 2010/11	PND	Hold for permit
Construction		Fall 2011		
Statter Harbor Launch Ramp				
EA Process	In Progress	Spring 2011	PND	Awaiting Final draft EA
Conveyance - DNR Property at Glacier	In Progress	Summer 2011		Survey in progress
Conveyance - DNR Tideland	In Progress			Application Submitted - Awaiting response
Permitting	Hold	Winter 2010/11	PND	Awaiting EA completion
Final Engineering and Design	Hold	Winter 2010/11	PND	Awaiting EA completion
Begin Construction		Fall 2012	TBD	Awaiting fulll funding
Statter Harbor Moorage Improvements				
Design	In Progress	Summer 2011	PND	
New Cruise Berths				
Final Design/Bid Documents	In Progress	Summer 2012	PND	
Fishermen's Memorial	In Progress			Public meeting on May 25, 2011
Port-Customs-Visitor Center Project				
Phase I - Port/Customs Building	Construction	Oct 1, 2010	NPE	Final punch list items to complete
Phase II - Visitor Center	Hold	Oct 1, 2011	NPE	
Visitor Center Demolition	Hold	Oct 1, 2011	NPE	
1% for Art	In Progress	Spring 2011		Working with Selection Panel
Cruise Staging Area Reconfiguration	Design	Fall 2010/11	PND	
Final Design/Bid Documents	In Progress	Summer 2011	PND	
Cathodic Protection	Design	Fall 2010	Tinnea & Assoc.	Awaiting inspection report
Harbor Upland Improvements	Construction	Winter 2010/11	Admiralty Const.	Awaiting final inspection and acceptance
Aurora Harbor Reconfiguration				
Municipal Harbor Matching Grant	Application	July 15, 2010	PND	Submitted application for $2M-Awaiting legislative approval

PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Norway Point Net Float	Design	Plans Complete		No funds to construct - Est. $50K+/-
Cruise Dock Restroom Study	In Progress		JYL	
Archipelago Property Purchase	In Progress			Lands Department is leading the process
Fishermen's Sales Facility Study	Complete	March 31, 2011	Northwind	
Statter Harbor Site Furniture	Planning			Work with Dwight on site options
New USS Juneau Memorial	Planning			Identify support group
Marine Services Center	Programming	Spring 2011	Northwind	