Extension of Comment Period on the Proposal To Change Items 85 and 90 in the Military Traffic Management Command Freight Traffic Rules Publication 1A (MFTRP–1A) Governing Carrier's Entitlement to Detention Charges)

AGENCY: Military Traffic Management Command, DOD.

ACTION: Notice to extend comment period.

SUMMARY: This notice extends the deadline to January 31, 1996 for comments on the Military Traffic Management Command (MTMC) Proposal to Change Items 85 and 90 in the MTMC Freight Traffic Rules Publication 1A (MFTRP 1A) Governing Motor Carrier Entitlement to Detention Charges. Formerly the deadline for comments was December 26, 1995 as published on November 24, 1995 (FR, Vol. 60, No. 226, page 58052).

FOR FURTHER INFORMATION CONTACT: Mr. Leon N. Patton Jr., or Mr. John Alexander, (703) 681–6871, Headquarters, Military Traffic Management Command, ATTN: MTOP–T–NI, 5611 Columbia Pike, Falls Church, VA 22041–5050.

SUPPLEMENTARY INFORMATION: None.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 95–30844 Filed 12–19–95; 8:45 am]

BILLING CODE 3710–08–M

Extension of Comment Period on the Transloading of Arms, Ammunition, and Explosives

AGENCY: Military Traffic Management Command, DOD.

ACTION: Notice to extend comment period.

SUMMARY: This notice extends the deadline to January 31, 1996 to comments on the Military Traffic Management Command (MTMC) Proposal to Change Item 48 in the MTMC Freight Traffic Rules Publication 1A Governing Transloading of Shipments of Divisions 1.1, 1.2, and 1.3 Ammunition and Explosives. Formerly the deadline for comments was December 26, 1995, as published in the notice section on November 24, 1995 Federal Register, Vol. 60, No. 226, page number 58054).

FOR FURTHER INFORMATION CONTACT: Mr. David Foreman, (703) 681–6293, Headquarters, Military Traffic Management Command, ATTN: MTOP–QEC, 5611 Columbia Pike, Falls Church, VA 22041–5050.

SUPPLEMENTARY INFORMATION: None.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 95–30842 Filed 12–19–95; 8:45 am]

BILLING CODE 3710–08–M

Department of the Navy

Record of Decision for the Development of Facilities in San Diego/Coronado, CA To Support the Homeporting of One Nimitz-Class Aircraft Carrier

Pursuant to section 102(2) of the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality regulations implementing NEPA procedures (40 CFR 1500–1508), the Department of the Navy announces its decision to implement the preferred alternative presented in the Final Environmental Impact Statement (FEIS) to comply with the 1993 Base Realignment and Closure (BRAC) directive from Congress to close Naval Air Station Alameda and relocate ships currently homeported there to fleet concentrations in San Diego and in the Pacific Northwest. Affected ships include two Nimitz-class aircraft carriers (CVNs), one of which will be realigned to the San Diego area and is the subject of this decision.

A Notice of Intent was published in the Federal Register in July 1993, indicating that the Navy would prepare a Draft Environmental Impact Statement (DEIS) for the Development of Facilities in San Diego/Coronado to Support the Homeporting of One Nimitz-Class Aircraft Carrier. A scoping meeting was held in August 1993, in Coronado, California. In May 1995, the DEIS was distributed to federal, state and local agencies, elected officers, special interest groups, and interested individuals. A public hearing was held on June 7, 1995 in Coronado. Oral and written comments and Navy responses were incorporated into the FEIS which was distributed to the public for a review period that ended on December 8, 1995.

The proposed action includes six separate construction projects for facilities and infrastructure necessary to support one CVN and preserve the existing capacity to accommodate one transient CVN at Naval Air Station North Island (NASNI). Homeporting a CVN will require: (1) Dredging of the carrier berths and turning basin, and the San Diego Bay channel (consisting of the inner channel and the outer channel); and (2) constructing a bay fill area, a carrier wharf, propulsion plant maintenance facilities, and support utilities during the next five years.

The carrier berths and turning basin will be dredged to a depth of −50 feet below Mean Lower Low Water (MLLW), the inner channel will be dredged to −47 feet MLLW, and the outer channel will be dredged to −55 feet MLLW. The outer channel extends south from Point Loma for 2.2 miles until the natural water depth reaches −55 feet MLLW. A total of approximately 9 million cubic yards (CY) of sediments will be dredged and disposed of at several locations. Of that amount, 70,000 CY adjacent to the existing quaywall has been found unsuitable for ocean disposal and will be used as backfill in the bay fill area. In addition, approximately 40,000 CY of sediment dredged from the rock dike foundation and 150,000 CY of sediment dredged from an eelgrass mitigation site will also be used as backfill in the bay fill area. Bioaccumulation studies indicated that approximately 932,000 CY of dredged material located in the berthing area are suitable for ocean disposal and will be disposed of at the U.S. Environmental protection Agency approved Ocean Disposal Site (LA–5), located approximately 5 miles southwest of Point Loma. The remaining dredged material of approximately 7.86 million CY are suitable for beach nourishment. This material will be deposited nearshore in water depth ranging between −20 and −30 feet MLLW at four severely eroded beaches in San Diego County. These beaches include: (a) Imperial Beach which will receive approximately 1.7 million CY, (b) Del Mar and (c) Oceanside, which will receive approximately 2.46 million CY each, and (d) Mission Beach, which will receive approximately 1.24 million CY of the dredged material. The exact disposal quantities and locations are subject to approval and permitting by the U.S. Army Corps of Engineers (COE).

The San Diego Association of Governments (SANDAG) is attempting to obtain funding to supplement available Navy military construction funding in order to place dredged material directly onto eroded beaches. In the event that federal, state, or local funding becomes available in time to meet dredging schedules, dredge material determined suitable for beach nourishment by the COE would be placed directly onshore at five beach sites located in San Diego County. These five beaches were analyzed during the EIS process and have been determined to be suitable for onshore beach nourishment. These beaches are not suitable for nearshore placement of dredged material because of sensitive

marine resources. Under this contingency, the total of beach quality materials would be deposited at nine sites, both nearshore and on the beach. The exact disposal quantities and locations are subject to approval and permitting by the COE.

A 13.4 acre bay fill area will be constructed to provide adequate land space for carrier maintenance and support functions that need access, laydown, or staging room. This area will also accommodate a boatyard, a cleared security area, requisite fire lanes, and sufficient space for pier crane operations including the movement of towed aircraft to and from the carrier. A carrier wharf adjacent to the bay fill area will be constructed to provide the necessary berthing spaces and onshore support facilities, including electrical power, steam, water, sewage, and oily waste offloading. A 14 acre near-shore site for eelgrass mitigation will be dredged between the low tide line and −5 feet MLLW along the western shore at NASNI.

Three propulsion plant maintenance facilities will be constructed to provide depot-level maintenance of CVN propulsion plant systems and components in the San Diego area. These facilities are: (1) The Controlled Industrial Facility which will be used for the inspection, modification and repair of radiologically controlled equipment and components associated with naval nuclear propulsion plants; (2) The Ship Maintenance Facility which will house the machine tools, industrial processes, and work functions necessary to perform nonradiological depot-level maintenance on CVN propulsion plants; and (3) The Maintenance Support Facility which will house the central area for receiving, inspecting, shipping, and storing materials, and for personnel support spaces. Construction of these three facilities will involve demolition of two historic seaplane hangars.

Impacts to water quality, air quality, benthic organisms, marine and natural resources will briefly occur during dredging and disposal activities and construction of the shore facilities. These impacts, however, are not considered significant within the context of the project location and with implementation of specific mitigation measures described herein.

While the environmental analysis conducted during the EIS process concluded that there would be no significant impacts associated with this project, several topics of concern were identified, including traffic congestion, dredging, and dredge material disposal.

In accordance with the Clean Air Act and General Conformity Rule requirements, an air quality review has been conducted for the proposed projects. it has been determined that the proposed action is in compliance with 40 CFR Part 63 (Determining conformity of General Federal Actions to State or Federal Implementation Plans) and satisfies the requirement of Section 176(c) of the Clean Air Act (42 USC 7506). Accordingly, the proposed action conforms to the state implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of those standards.

Section 404 of the Federal Water Pollution Control Act (FWPCA) requires authorization from the COE for the discharge of dredged material into the waters of the United States. Section 404 regulations prohibit the use of any disposal site in open water when its use would result in adverse effects on water quality, shellfish beds, fisheries and wildlife, or recreational areas. The Navy has determined that the proposed dredging would not have significant impacts and has applied for a Section 404 permit for this project.

Section 401 of the FWPCA requires that any party proposing to engage in an activity which may affect water quality must obtain state water quality certification. Certification will not be granted unless it has been determined that the proposed activity will not violate state water quality standards. The Navy has applied for a Section 401 permit from the California Regional Water Quality Control Board.

In accordance with the Coastal Zone Management Act, the Navy has requested and received concurrence with its determination of coastal zone consistency for the CVN homeporting project from the California Coastal Commission.

Pursuant to Executive Order 12898 on Environmental Justice, potential environmental and economic impacts on minority and low-income persons and communities were assessed. Any impacts caused by the CVN homeporting project will be experienced equally by all groups within the overall regional population. Because no long-term negative environmental impacts are expected from the proposed action, no particular minority or low income segment of the population would be disproportionately affected. There is not anticipated to be any likelihood for minority or low income individuals to be subjected to adverse environmental or health risks.

In accordance with the National Historic Preservation Act, the Navy has signed a Memorandum of Agreement which stipulates the mitigation required for the demolition of two seaplane hangars.

The Navy has also concluded that there are no historic properties at the dredge or disposal sites.

Comments Received on the FEIS

Ten comment letters were received following publication of the FEIS. Several of these letters contained substantive comments which are addressed below. Others reiterated comments which were previously submitted and which have been addressed in the FEIS, or which were beyond the scope of this EIS.

The U.S. Environmental Protection Agency responded supporting the project, concluding that the Navy had been responsive to the Agency's concerns.

The U.S. Fish and Wildlife Service (FWS) responded concurring with the analysis contained in the EIS and with the mitigation plan established for the burrowing owl.

The City of Coronado expressed support for homeporting the CVN addressed in this project, however the City is concerned about the impact on Coronado of all Navy projects in the area. The City requests the Navy agree to take action on several measures the City believes would ease the impacts of Navy-related projects in the area. The Navy has met with City representatives and has found significant areas of cooperation and agreement, including the following specific actions:

- Use of an existing parking lot on NAS North Island property for use by Navy members and government employees whose automobiles do not meet criteria for general access to the base. This lot is intended to reduce parking congestion on city streets near the base. The lot's only restriction is to limit vehicles to 30 days of continuous use. The Navy will investigate the legal impacts of eliminating even the 30 day restriction.
- The Navy is willing to seek funding for a new entrance to NAS North Island, at the end of Third Street in Coronado, in conjunction with construction of a new commissary planned for 1997.
- Barging equipment and material rather than trucking it through Coronado is a major consideration for the construction contracts to be awarded for this project. In its requests for proposals from prospective contractors, the Navy specified alternate transportation as a consideration for contract award. The Navy has elected to

award those contracts on the basis of ''best value'' rather than ''lowest price'' partly in order to encourage this more expensive, but less intrusive method of transportation. Specific transportation plans will be presented to the City of Coronado subsequent to contractor selection.

• Free passenger ferry service exists now between downtown San Diego and NAS North Island. Additional service to the north side of San Diego Bay is on track to begin in July 1996. A new pier will be constructed and a parking lot designated at the Antisubmarine Training Center in San Diego Harbor's West Basin. Initial service will include a 100-space parking lot, to be expanded to 300 spaces as passenger volume increases. Shuttle service from the North Island ferry terminal to work sites on base is already in place.

• Park and Ride sites at Imperial Beach and NAS Miramar are also being negotiated. Key here is identification of sites which are convenient to users. Other actions have been implemented to complement this measure, including prime parking spaces reserved for car pools, institution of van pools, guaranteed rides home for car and van pool riders as well as discounted mass transit fares.

Comments were also received expressing concern that the FEIS did not adequately address cumulative impacts associated with future replacement of North Island's two remaining conventionally powered aircraft carriers and other BRAC related actions. Chapter Six of the FEIS addressed cumulative impacts in quantitative detail, when practiable, for past, present and future projects at North Island and in the San Diego area.

Future Navy projects will be the subject of independent NEPA analysis. The cumulative impacts of past and present projects coupled with the CVN homeporting projects have not been determined to be significant.

Mitigation

The following mitigation measures will be employed to ensure minimization of environmental impacts associated with dredging and disposal operations: (1) Compliance with the permit conditions established by the COE, the California Regional Water Quality Control Board, and the California Coastal Commission which regulate dredging operations and define dredge sediment disposal locations; (2) adherence to the ''no barge overflow'' requirement; (3) adherence to a dredge and disposal monitoring plan for testing and evaluation of water quality parameters, selected chemical contaminants and measures of turbidity in the water column; (4) use of precision navigational equipment at both the dredging and disposal sites; and (5) placement of all dredged material suitable for beach nourishment nearshore for the protection of severely eroded beaches or a combination of nearshore and onshore disposal as previously described.

Traffic and socioeconomic impacts associated with the proposed CVN homeporting at NASNI are not significant in context because there have historically been three conventionally powered aircraft carriers (CVs) homeported at NASNI. A CVN has a personnel complement of approximately 102 personnel more than that of a CV. The depot-level maintenance facilities would increase personnel complement to an average of 750 personnel for a six-month maintenance availability period every 24 months. However, comparing the full-buildout year of 1999 with the baseline year of 1992 indicates there will be an overall decrease of 330 personnel.

Construction of the 13.4 acre bay fill area will result in the elimination of 13.4 acres of intertidal and shallow water subtidal habitat, including 3.9 acres of eelgrass located in the nearshore area. Mitigation will include the creation of 14 acres of new bay bottom, establishment of 8 acres of eelgrass and the creation of fish enhancement structures in the tidal area. Additionally compensation will include the relocation of burrowing owls from the mitigation area to other areas and the placement of clean sand from the mitigation site at two areas on NASNI to enhance habitat for the California least tern and Western snowy plover. Placement of the clean sand will not occur during the California least tern or the Western snowy plover nesting season. Further compensation for the plant species Nuttall's lotus and coast wooly-head at the mitigation site includes the removal and relocation of the top 6 inches of soil containing seeds from these plants, to another location, free from disturbance at NASNI. Impacts to nesting great blue herons, snowy egrets, and black-crowned night herons at the new maintenance facility site will be compensated by establishing replacement habitat at a site where there would be fewer long-term impacts by NASNI activities.

Questions regarding the Final Environmental Impact Statement prepared for this action may be directed to Mr. Robert Hexom, Environmental Planning, Southwest Division, Naval Facilities Engineering Command, 1220 Pacific Highway, San Diego, California 92132, telephone (619) 532–3761; fax (619) 532–3824.

Dated: December 13, 1995.

Duncan Holaday,

Deputy Assistant Secretary of the Navy, (Installations and Facilities).

[FR Doc. 30837 Filed 12–19–95; 8:45 am]

BILLING CODE 3810–FF–M

DEPARTMENT OF EDUCATION

National Assessment Governing Board; Public Forum

AGENCY: National Assessment Governing Board; Education.

ACTION: Notice of Information Collection Activity.

SUMMARY: This notice announces that the National Assessment Governing Board (NAGB) will submit an Information Collection Request (ICR) to the Office of Management and Budget for approval. The ICR is: NAEP Consumer Survey Research Study of the Achievement Levels for the U.S. History NAEP and the Geography NAEP.

DATES: Comments must be submitted on or before February 20, 1996.

ADDRESSES: Written comments should be submitted by February 20, 1996. Mail to: Susan Cooper Loomis, NAEP ALS Project Director, American College Testing, 2201 N. Dodge Street, Iowa City, Iowa 52243. Copies of the complete ICR and accompanying appendices may be obtained from the NAEP ALS Project Director at the address above. Comments may also be submitted electronically by sending electronic mail (e-mail) to LOOMIS@ACT.ORG. Electronic comments must be submitted as an ASCII file and exclude any special characters and forms of encryption. Electronic comments must be identified by the title of the ICR. No confidential business information should be submitted through e-mail.

Information submitted as a comment concerning this document may be claimed confidential by marking any part or all of that information as confidential business information (CBI). Information so marked will not be disclosed except in accordance with procedures set forth in 40 CFR part 2. A copy of the comment that does not contain CBI must be submitted for inclusion in the public record. Information not marked confidential may be disclosed publicly by NAGB without prior notice.

FOR FURTHER INFORMATION CONTACT: Susan Loomis, NAEP ALS Project Director, American College Testing,