

Dated: April 20, 1995.

**Russell J. Bellmer,**

Chief, Endangered Species Division, Office of Protected Resources, National Marine Fisheries Service.

[FR Doc. 95-10268 Filed 4-25-95; 8:45 am]

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[I.D. 041195A]

**Marine Mammals**

**AGENCY:** National Marine Fisheries Service, (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Modification no. 2 to scientific research permit 770 (P66G).

**SUMMARY:** Notice is hereby given that a request for modification of scientific research permit no. 770 submitted by the Alaska Department of Fish and Game, P.O. Box 3-2000, Juneau, AK 99802, has been granted.

**ADDRESSES:** The modification and related documents are available for review upon written request or by appointment in the following offices:

Permits Division, Office of Protected Resources, NMFS, 1315 East-West Highway, Suite 13130, Silver Spring, MD 20910 (301/713-2289);

Director, Alaska Region, NMFS, Federal Annex, P.O. Box 21668, Juneau, AK 99802 (907/586-7221).

**FOR FURTHER INFORMATION CONTACT:** Ruth Johnson, 301/713-2289.

**SUPPLEMENTARY INFORMATION:** On March 17, 1995, notice was published in the **Federal Register** (60 FR 14426) that a modification of permit no. 770, issued March 20, 1993 (57 FR 10649), had been requested by the above-named organization. The requested modification has been granted under the authority of the Marine Mammal Protection Act of 1972, as amended (16 U.S.C. 1361 *et seq.*), and the provisions of section 216.33(d) and (e) of the Regulations Governing the Taking and Importing of Marine Mammals (50 CFR part 216).

The permit was modified to allow an additional 100 harbor seals to be captured, restrained, immobilized, sampled, and flipper tagged, which brings the total number of seals to be handled to 300. Of these, up to 50 each may be muscle biopsy sampled, injected intramuscularly with 10 ml sterile deuterium oxide, and injected with 10 ml of medical grade sterile Evans Blue solution into the extradural intervertebral vein. Specimens collected from harbor seals and spotted seals may be exported to Canada, Netherlands, and on a worldwide basis as the need arises.

Dated: April 18, 1995.

**Ann D. Terbush,**

Chief, Permits & Documentation Division, National Marine Fisheries Service.

[FR Doc. 95-10267 Filed 4-25-95; 8:45 am]

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**DEPARTMENT OF DEFENSE**

**Corps of Engineers**

**Intent To Prepare a Draft Environmental Impact Statement (DEIS) for the Central and Southern Florida Project for Flood Control and Other Purposes, Part V, Coastal Areas South of St. Lucie Canal, Design Memorandum, Canal 51—West End, Control Structure 155A, Pumping Station 319 and Stormwater Treatment Area 1 East, Palm Beach County, Florida**

**AGENCY:** U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of intent.

**SUMMARY:** The Jacksonville District, U.S. Army Corps of Engineers, along with the South Florida Water Management District (SFWMD) intends to prepare a Draft Environmental Impact Statement (DEIS) on the feasibility of implementing under the State of Florida's Everglades Forever Act of 1994, the Canal 51—West End, Control Structure 155A, Pumping Station 319 and Stormwater Treatment Area 1 East, Palm Beach County, Florida.

**FOR FURTHER INFORMATION CONTACT:** Questions about the proposed action and draft EIS can be answered by: William Porter, U.S. Army Engineer District, PO Box 4970, Jacksonville, Florida 32232-0019; Telephone 904-232-2259.

**SUPPLEMENTARY INFORMATION:** a. The scope of this study is to evaluate implementation of the C-51, West End flood control project. The West Palm Beach Canal (C-51) is a component of the Central and Southern Florida (C&SF) Flood Control Project. The C-51 basin is located in Palm Beach County and extends from the edge of Water Conservation Area (WCA-1) on the West to Lake Worth on the east near the southerly limits of the city of West Palm Beach. The C-51 project will provide flood control for the lower 21 miles of the existing West Palm Beach Canal and 145 square miles of Palm Beach County. Project works for the east end of C-51 have been completed. All engineering and design work for the west end was previously discontinued at the request of the local sponsor pending the development of a mediated plan for

resolution of the Everglades litigation. The Everglades Construction Project, a product of the Technical Mediated Plan (TMP), incorporates a substantially modified version of the Federal C-51 project. The TMP consists of modifications to the water management system in the Everglades Agricultural Area (EAA) and includes construction of six large Stormwater Treatment Areas (STAs) to filter nutrients from agricultural runoff before discharges are made to the Everglades. The TMP also alters the C-51 West project to include a Stormwater Treatment Area.

The locally preferred plan to be evaluated has many of the same physical features proposed in the 1992 Detail Design Memorandum (DDM) and are described below. The project will provide 10-year flood protection for the western basin of C-51. The major physical difference between the 1992 DDM plan and the recommended plan is the replacement of the 1,600-acre detention area with the 5,350-acre "locally preferred" STA 1 East. The most significant modification will be the reduction of discharges to Lake Worth, with C-51 West Basin runoff directed instead to Water Conservation Area 1 (The Arthur R. Marshall Loxahatchee National Wildlife Refuge). Runoff from the C-51 West Basin will pass through STA 1E for water quality improvement prior to its discharge to Water Conservation Area 1. In addition to the flood damage reduction benefits provided by the 1992 plan, the modified plan will provide water quality improvement, reduction of damaging freshwater discharges to Lake Worth, and increased water supply for the Everglades and other users.

Physical Data on Project Features is as follows: (1) Stormwater Treatment Area 1 East, with an effective treatment area of 5,350 acres, will be constructed in lieu of the 1,600-acre detention area provided for in the 1992 DDM. Inflows to this area will be delivered by Pump Station 319. Treated discharges will be lifted to WCA-1 by a new outflow pumping station built as part of the Stormwater Treatment Area, (2) Pump Station 319 will be relocated to a point about 1.7 miles east of the presently planned location. The capacity of the pump station will remain about the same, however, the static head differential across the pump station will be reduced as a result of the replacement of the 1,600-acre detention area with STA 1E, (3) Structure S-155A will be constructed in C-51 with a capacity of 1,000 cubic feet per second, (4) C-51 Canal enlargements will be required over a distance of about 4.3

miles between Structure 155A and Pump Station 319.

**Environmental Quality:** The Technical Mediated Plan will preserve the same flood control benefits that justify the original Corps project. The recommended plan will serve other purposes as well: provide additional water supply for the Everglades (and other urban and environmental users) and provide a filtering area to remove excessive nutrients from agricultural runoff before it is discharged into the Everglades. As an incidental, but important benefit, the plan will also reduce harmful freshwater discharges into Lake Worth at the eastern terminus of C-51.

**b. Scoping:** The scoping process as outlined by the Council on Environmental Quality will be utilized to involve Federal, State, and local agencies; and other interested persons and organizations. A scoping letter will be sent to interested Federal, State, and local agencies requesting their comments and concerns regarding issues they feel should be addressed in the EIS. Interested persons and organizations wishing to participate in the scoping process should contact the Corps of Engineers at the address above. Significant issues anticipated include concern for: local groundwater recharge, water quality, water supply, recreation, wetlands, fish and wildlife, and land use. Public scoping meetings will be held in the near future, the exact location, dates, and times will be announced in public notices and local newspapers.

**c.** It is estimated that the DEIS will be available to the public in March 1996.

**Gregory D. Showalter,**

*Army Federal Register Liaison Officer.*

[FR Doc. 95-10193 Filed 4-25-95; 8:45 am]

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**Intent To Prepare a Draft Environmental Impact Statement (DEIS) for San Francisco Bay to Stockton, Phase III (John F. Baldwin) Navigation Channel Deepening**

**AGENCY:** U.S. Army Corps of Engineers.

**ACTION:** Notice of intent.

**SUMMARY:** John F. Baldwin is part of the San Francisco Bay to Stockton, California Navigation Project authorized by the River and Harbor Act of 1965 as contained in Public Law 89-298, Eighty-Ninth Congress, dated 29 October 1965. The authorization includes improving and deepening existing navigation channels from the San Francisco entrance channel to Port of Stockton. To fulfill the requirements of Section

102(2)(c) of the National Environmental Policy Act, the Corps of Engineers has determined that the proposed action may have significant effect on the quality of the human environment and therefore requires the preparation of an Environmental Impact Statement.

**FOR FURTHER INFORMATION CONTACT:** For further information about the project and the alternatives, contact Mr. Peter LaCivita, Chief, Environmental Planning Section, Corps of Engineers San Francisco District, 211 Main Street, Rm 918 (CESPN-PE-PP), San Francisco, CA 94105-1905. Phone number (415) 744-3342, fax number (415) 744-3312, internet address placivita@smtp.spd.usace.army.mil

**ADDRESSES:** Written statements should be mailed no later than June 16, 1995, to the District Engineer, USAED San Francisco, 211 Main Street, San Francisco, California 94105.

**SUPPLEMENTARY INFORMATION:**

**Need for Action**

Currently vessels with drafts greater than 35 feet arriving in San Francisco Bay are required to arrive with only a portion of their cargo hulls full, or to off-load a portion of their cargo before proceeding to their respective terminals as far as Point Edith in Suisun Bay. The proposed deepening of the channel will lessen or eliminate this need, reducing transportation costs through increasing fleet efficiency. Safety would improve and environmental risks would decrease due to the inherent reduction in ship traffic.

**Summary**

San Francisco Bay to Stockton, Phase III (John F. Baldwin) Ship Channel Improvement Project (JFB), starts in San Francisco Bay, extends through San Pablo Bay and Carquinez Strait and into Suisun Bay.

The project consists of dredging four reaches of the channel, three maneuvering areas, one approach area, and one turning basin. The first reach, 3 miles of the West Richmond Channel in central San Francisco Bay through the Richmond-San Rafael Bridge area, is to be deepened from -35 feet to -45 feet MLLW with a bottom width of 600 feet. The second reach to be dredged is the Pinole Shoal Channel, which extends approximately 11 miles across San Pablo Bay and connects the naturally deep waters of San Pablo Bay and Carquinez Strait. This channel will be deepened from -35 MLLW to -45 feet MLLW, and the bottom width reduced from 600 to 520 feet. The first maneuvering area to be dredged is associated with the Pinole Shoal

Channel, in the area near the Unocal wharf at Oleum. This area will be dredged to -45 feet MLLW. The Carquinez Strait Channel is the third reach to be deepened as part of the JFB project. This approximately 3.5-mile long channel will be deepened from -35 feet MLLW, with a width of 600 feet to -45 feet MLLW with a width of 520 feet through the shoal areas of Upper Carquinez Strait in the Martinez-Benicia area, tapering to approximately 300 feet at the Interstate 680 (I-680) and Southern Pacific Railroad bridge. The approach area south of the main Carquinez Strait Channel at Martinez will be deepened to -45 feet MLLW and the maneuvering area will be enlarged to include the naturally deep water to the north. The final reach is Bulls Head Shoal Channel, a distance of approximately 2 miles. This reach will be dredged from the existing -35 feet to -45 feet MLLW and after passing through the narrow straits under the railroad bridge, widened from the existing 350 feet to 520 feet. This newly enlarged channel will continue into a 1500-foot trapezoidal turning basin that will be positioned at the upstream end of the reach with a depth of -35 feet MLLW outside of the channel. After leaving the turning basin the channel will revert to current project dimensions upstream of -35 feet MLLW with a width of 350 feet. The volume of material to be dredged from the project is approximately (9 million cubic yards [mcy]).

**Alternatives**

Alternatives associated with the JFB projects are the No-Action alternative, in which no disposal site would be used and therefore the project would not be constructed, and combinations of sites for disposal of dredged material. A total of ten sites have been identified for disposal and will be evaluated in the EIS/EIR. The sites include one ocean disposal site (EPA-designated San Francisco Deep Ocean Disposal Site [SF-DODS]), one San Francisco Bay disposal site (the Bay Farm Borrow area), and eight land sites. The SF-DODS is located approximately 50 miles west of the Golden Gate Bridge in over 8,000 feet of water. The Bay Farm Borrow Area (BFBA) is located off Bay Farm Island, Alameda County and is, on average, -31 feet MLLW, encompassing over 400 acres. The first land alternative is Leonard Ranch, located in Sonoma County, south of Highway 37, near Port Sonoma-Marin where material would be dried and used as cover material for landfills. Montezuma Wetlands (Phase I) is located in Solano County on Montezuma Slough north of the