

Issued in Washington, DC, on April 15, 1997.

Paul Dykeman,

Assistant Executive Director for Noise Certification Issues, Aviation Rulemaking Advisory Committee.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Replacement or Retrofit of the East Span of the San Francisco-Oakland Bay Bridge, San Francisco and Alameda Counties, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Alameda and San Francisco Counties, California.

FOR FURTHER INFORMATION CONTACT:

John R. Schultz, Chief, District Operations-North, Federal Highway Administration, California Division, 980 Ninth Street, Suite 400, Sacramento, California 95814-2724.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to address seismic deficiencies in the existing East Span of the San Francisco-Oakland Bay Bridge, Interstate 80, by replacing or retrofitting the East Span from the bridge toll plaza to Yerba Buena Island.

Within the limits of the study for this project, various environmental resources and issues are known to exist and include but are not limited to: seismicity, tidal floodplain, water quality, wetlands, wildlife habitat, endangered species, navigation, historic resources, archaeological resources, noise, land use planning, and hazardous materials.

The EIS will address the impacts of retrofitting the existing structure, constructing a new structure and removing the existing structure.

Letters describing this proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies and to private organizations and individuals that have previously expressed, or are known to have, an interest in this proposal. In addition, public meetings will be held.

Public Notice will be given of the exact time and place of the meetings.

To ensure that the full range of issues and alternatives related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to FHWA at the address provided above. The views of agencies having knowledge of or interest in the potential effects of the proposal on the environmental resources listed above are solicited.

(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)

Issued on: April 10, 1997.

G.P. Wong,

Senior Transportation Engineer, Sacramento, California.

[FR Doc. 97-10204 Filed 4-18-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Maglev Study Advisory Committee; Notice of Fifth Meeting

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of fifth meeting of the Maglev study advisory committee.

SUMMARY: As required by Section 9(a)(2) of the Federal Advisory Committee Act (FACA), 5 U.S.C. App. 2 (1988) and 41 CFR Part 101-6, section 101-6, 1015(a), the Federal Railroad Administration (FRA) gives notice of the fifth meeting of the Maglev Study Advisory Committee ("MSAC"). The purpose of the meeting is to advise DOT/FRA on the Congressionally mandated study of the near-term applications of maglev technology in the United States.

DATES: The fifth meeting of the MSAC is scheduled for 8:30 a.m. to 4:30 p.m. PST on Monday May 5, 1997.

ADDRESSES: The fifth meeting of the MSAC will be held in conjunction with the 1997 High Speed Ground Transportation Association Convention at Bally's Casino Resort at 3645 Las Vegas Boulevard South in Las Vegas, Nevada. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Those with special needs

should inform Mr. Mongini 5 days in advance of the meeting so appropriate facilities can be provided.

FOR FURTHER INFORMATION CONTACT:

Arrigo Mongini, Deputy Associate Administrator for Railroad Development, FRA RDV-2, 400 Seventh Street S.W., Washington D.C. 20590 (mailing address only) or by telephone at (202) 632-3286.

SUPPLEMENTARY INFORMATION: The fifth meeting of the Maglev Study Advisory Committee (MSAC) will be held on May 5, 1997 from 8:30 a.m. to 4:30 p.m. PST at Bally's Casino Resort at 3645 Las Vegas Boulevard South in Las Vegas, Nevada. The meeting is open to the public.

The MSAC was created by the National Highway System Designation Act to advise the Secretary of Transportation in the preparation of a report to be submitted by the Secretary to the Congress evaluating the near term applications of magnetic levitation transportation technology in the U.S. "with particular emphasis on identifying projects warranting immediate application of such technology." The Act further specifies that the study also "evaluate the use of innovative finance techniques for the construction and operation of such projects." The eight committee members collectively have experience in magnetic levitation transportation, design and construction, public and private finance, and infrastructure policy disciplines. The conference report on the National Highway System Designation Act specifies that "[t]he Committee should identify and analyze specific magnetic levitation projects, such as a connector from New York City to its airports, the transportation project under development between Baltimore, Maryland and Washington, DC, and technology transfer efforts underway in Pittsburgh, Pennsylvania, so that Congress can better assess how near-term magnetic levitation technology could complement existing modes of transportation * * *." The Secretary has assigned responsibility for preparing the report to the Federal Railroad Administrator, working closely with the MSAC. The Secretary's report to the Congress will discuss the extent to which the above and other potential magnetic levitation projects warrant immediate application, taking into account such factors as ability to be financed, benefits vs costs, extent of public commitment and support, and national significance.

This meeting will focus on reviewing the draft of the final report to the Secretary of Transportation and

discussing recommendations. It is planned to have a break-out meeting in the late afternoon as part of the convention to brief attendees on the Committee's progress to date.

Issued in Washington, D.C. on April 16, 1997.

S. Mark Lindsey,
Chief Counsel.

[FR Doc. 97-10237 Filed 4-18-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Contract DTRS-56-96-C-0010]

Third Quarterly Performance Review Meeting on the Contract "Detection of Mechanical Damage in Pipelines"

AGENCY: Research and Special Programs
Administration (RSPA), DOT.

ACTION: Notice of meeting.

SUMMARY: RSPA invites the pipeline industry, in-line inspection ("smart pig") vendors, and the general public to the third quarterly performance review meeting of progress on the contract "Detection of Mechanical Damage in Pipelines." The meeting is open to anyone, and no registration is required. This contract is being performed by Battelle Memorial Institute (Battelle), along with the Southwest Research Institute, and Iowa State University. The contract is a research and development contract to develop electromagnetic in-line inspection technologies to detect and characterize mechanical damage and stress corrosion cracking. There will be a presentation on the status of the contract tasks, including a summary of the activity and progress during the past quarter and the projected activity for the next quarter.

DATES: The third quarterly performance review meeting will be held on May 5, 1997, beginning at 12:30 p.m. and ending around 4:30 p.m.

ADDRESSES: The quarterly review meeting will be held in rooms 6332-36 of the Department of Transportation Headquarters Building, 400 7th Street, S.W., Washington, DC. Non-government personnel must enter the building through the southwest entrance in order to receive a temporary building pass.

FOR FURTHER INFORMATION CONTACT:
Lloyd W. Ulrich, Contracting Officer's
Technical Representative, Office of
Pipeline Safety, telephone:(202) 366-
4556, FAX: (202) 366-4566, e-mail:
lloyd.ulrich@rspa.dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

RSPA is holding quarterly public meetings on the status of its contract "Detection of Mechanical Damage in Pipelines" (Contract DTRS-56-96-C-0010) because in-line inspection research is of immediate interest to the pipeline industry and in-line inspection vendors. RSPA will continue this practice throughout the two- or three-year period of the contract. The meetings will allow disclosure of the results to all interested parties and will provide an opportunity for interested parties to ask Battelle questions concerning the research.

The first meeting was conducted on October 22, 1996, in Washington, DC. The second quarterly review meeting was held on January 14, 1997 in Houston, Texas, in parallel with a meeting of the Gas Research Institute's (GRI) Nondestructive Evaluation Technical Advisory Group to enable significant participation by pipeline operators and inspection vendors. This, the third quarterly review meeting is being held in Washington in advance of the May 6-7, 1997, meetings of RSPA's two technical advisory committees, the Technical Pipeline Safety Standards Committee (TPSSC) for gas pipelines and the Technical Hazardous Liquid Pipeline Safety Standards Committee (THLPSSC) for hazardous liquid pipelines. Each committee is a 15 member, Congressionally mandated advisory committee (49 U.S.C. 60115) responsible for reviewing proposed pipeline safety standards for technical feasibility, reasonableness, and practicability. An announcement of the TPSSC and THLPSSC meetings appeared in the **Federal Register** on April 4, 1997 (62 FR 16212). The advisory committee members have been invited to this quarterly review meeting in order for interested members to obtain a detailed briefing on the status of the research.

The research contract with Battelle is a cooperative effort between GRI and DOT, with GRI providing technical guidance.¹ Future meetings may be conducted in Columbus, Ohio (Battelle); San Antonio, Texas (Southwest Research Institute); Ames, Iowa (Iowa State University); or Chicago, Illinois (Gas Research Institute). It is anticipated that every other meeting will be conducted in Washington, DC. Each of the future meetings will be announced

¹ See the notice of the first quarterly performance review meeting (61 FR 53484; Oct. 11, 1996) for information on the Memorandum of Understanding between DOT and GRI.

in the **Federal Register** at least two weeks prior to the meeting.

Attendance is open to all and does not require advanced registration nor advanced notification to RSPA. However, we specifically want that segment of the pipeline industry involved with in-line inspection to be aware of the status of this contract. To assure that the industry is well represented at these meetings, we have invited the major domestic in-line inspection company (Tuboscope-Vetco Pipeline Services) and the following pipeline industry trade associations: American Petroleum Institute, Interstate Natural Gas Association of America, and the American Gas Association. Each has named an engineering/technical representative.

II. The Contract

The Battelle contract is a research and development contract to evaluate and develop in-line inspection technologies for detecting mechanical damage and cracking, such as stress-corrosion cracking (SCC), in natural gas transmission and hazardous liquid pipelines. Third-party mechanical damage is one of the largest causes of pipeline failure, but existing in-line inspection tools cannot always detect or accurately characterize the severity of some types of third-party damage that can threaten pipeline integrity. Although SCC is not very common on pipelines, it usually appears in high-stress, low-population-density areas and only when a limited set of environmental conditions are met. Several attempts have been made to develop an in-line inspection tool for SCC, but there is no commercially successful tool on the market.

Under the contract, Battelle will evaluate and advance magnetic flux leakage (MFL) inspection technology for detecting mechanical damage and two electromagnetic technologies for detecting SCC. The focus is on MFL for mechanical damage because experience shows MFL can characterize some types of mechanical damage and can be successfully used for metal-loss corrosion under a wide variety of conditions. The focus for SCC is on electromagnetic technologies that can be used in conjunction with, or as a modification to, MFL tools. The technologies to be evaluated take advantage of the MFL magnetizer either by enhancing signals or using electrical currents that are generated by the passage of an inspection tool through a pipeline.

The contract includes two major tasks during the base two years of the contract. Task 1 is to evaluate existing