

exposure to a member of the public (BPC employee not involved in the remediation project) from an accident scenario would be 0.07 mSv (7 mrem) internal exposure. This potential exposure would result when a truck, transporting contaminated soil, tipped over, spread fuel over the spilled soil, and caught fire. The exposed individual was assumed to be standing downwind of the accident at the controlled access area boundary. The calculated dose is a small fraction of the annual dose limit to the public of 1.0 mSv/yr (100 mrem/yr) in 10 CFR Part 20. The NRC staff verified these calculations used by the licensee.

The predicted maximum exposure to a worker from an accident scenario, other than the above truck accident, would be $7.7E-04$ mSv ($7.7E-02$ mrem). This is based on an explosion of the pug mill mixer, where the worker was immersed in a "contaminated" cloud of suspended sludge for 10 seconds while leaving the immediate area of the explosion. This resultant exposure is a small fraction of the 50 mSv/yr (5000 mrem/yr) annual exposure limit for radiation workers and would not significantly add to the worker's annual exposure. The NRC staff verified calculations used by the licensee.

Because no wastes are expected to be shipped offsite to a licensed low-level waste disposal site, there are no expected impacts from the transportation or offsite disposal of radioactive materials.

The NRC staff also considered nonradiological impacts and concluded that all such impacts are negligible.

The NRC staff examined the distribution of minority and low-income communities near the BPC site. Based on the data, there is no potential for environmental justice issues because of race, because no minority exceeds 20 percent of the total population. Because the site represents an insignificant risk to the public health and safety, and the human environment, any residual radioactivity left at the site is not expected to disproportionately impact minority or low income populations near the BPC site. The staff concludes that no environmental justice potential occurs at the BPC site.

Alternatives to the Proposed Action

Six alternatives were investigated that resulted in the selection of onsite disposal as the recommended and preferred option by BPC. They are:

- No action;
- Pond water treatment only;
- Disposal at an existing commercial

low-level radioactive waste disposal site;

- On-site temporary storage followed by off-site permanent disposal at a future, commercial low-level radioactive waste disposal site;

- Treatment of the mixed waste to remove the hazardous constituents and disposal of the remaining low-level radioactive waste at a commercial low-level radioactive waste disposal site;

- On-site disposal under 10 CFR Part 20.2002 (BPC's preferred option).

The advantages and disadvantages of these alternatives, are described in the EA.

Conclusions

The onsite permanent disposal under 10 CFR Part 20.2002 (the BPC's preferred option) consists of removing and stabilizing the contaminated material, and disposing of the wastes in up to three closure cells designed and constructed according to the RCRA criteria. This disposal option complies with the provisions of 10 CFR Part 20.2002.

The environmental and public health impacts would be minimized to ALARA standards. No additional lands are required. There will be no adverse impacts caused by off-site waste transportation because no off-site waste transport is involved. Also, occupational exposures will be minimized. The estimated cost for the mixed waste pond closure project is \$6 million, plus a contingency factor of 25 percent.

The NRC staff concludes that there are no reasonably available alternatives, to the BPC's preferred action, that are obviously superior.

Agencies and Persons Consulted, and Sources Used

This EA was prepared entirely by NRC's Office of Nuclear Material Safety and Safeguards staff in Rockville, Maryland, and Region III staff in Lisle, Illinois. Review comments were solicited on the draft EA from the Ohio Department of Health, the Ohio Environmental Protection Agency, and the Allen County Combined Health District, Lima, Ohio.

Finding of No Significant Impact

Based upon the environmental assessment, the Commission concludes that the proposed action will not have a significant impact on the quality of the human environment. Accordingly the Commission has determined not to prepare an environmental impact statement for the proposed action.

Additional Information

For further details with respect to the proposed action, see: (1) BPC's license

amendment application submittals dated August 15, 1991, February 28, 1992, and February 7, 1994; and (2) the complete Environmental Assessment. The documents are available for public inspection at the Commission's Public Document Room, 2120 L Street, N.W., Washington, DC 20555.

Dated at Rockville, Maryland, this 1st day of May 1996.

For the Nuclear Regulatory Commission.

Robert A. Nelson,

Acting Chief, Low-Level Waste and Decommissioning Projects Branch, Division of Waste Management, Office of Nuclear Material Safety and Safeguards.

[FR Doc. 96-11291 Filed 5-6-96; 8:45 am]

BILLING CODE 7590-01-P

Sunshine Act Meeting

AGENCY HOLDING THE MEETING: Nuclear Regulatory Commission.

DATE: Weeks of May 6, 13, 20, and 27, 1996.

PLACE: Commissioners' Conference Room, 11555 Rockville Pike, Rockville, Maryland.

STATUS: Public and Closed.

MATTERS TO BE CONSIDERED:

Week of May 6

Friday, May 10

10:00 a.m.

Briefing on Severe Accident Master Integration Plan (Public Meeting)

(Contact: Themis Speis, 301-415-6802)

11:30 a.m.

Affirmation Session (Public Meeting) (if needed)

Week of May 13—Tentative

Monday, May 13

2:00 p.m.

Briefing by Commonwealth Edison (Public Meeting)

Wednesday, May 15

2:00 p.m.

Briefing on Performance Assessment Program in HLW, LLW, and SDMP (Public Meeting)

(Contact: Norman Eisenberg, 301-415-7285)

3:30 p.m.

Affirmation Session (Public Meeting) (if needed)

Week of May 20—Tentative

Wednesday, May 22

10:00 a.m.

Briefing on Status of NRC Operator Licensing Initial Examination Pilot Process (Public Meeting)

(Contact: Stuart Richards, 301-415-1031)

11:30 a.m.

Affirmation Session (Public Meeting) (if needed)

2:00 p.m.

Briefing by International Programs
(Closed—Ex. 1)

Friday, May 24

9:30 a.m.

Meeting with Advisory Committee on
Reactor Safeguards (ACRS) (Public
Meeting)

(Contact: John Larkins, 301-415-7360)

Week of May 27—Tentative

Thursday, May 30

2:00 p.m.

Briefing on Status of Dry Cask Storage
Issues (Public Meeting)

(Contact: William Travers, 301-415-8500)

Friday, May 31

10:00 a.m.

Briefing on NRC Inspection Activities
(Public Meeting)

11:30 a.m.

Affirmation Session (Public Meeting) (if
needed)

*The schedule for Commission
meetings is subject to change on short
notice. To verify the status of meetings
call (Recording)—(301) 415-1292.

CONTACT PERSON FOR MORE INFORMATION:
Bill Hill (301) 415-1661.

This notice is distributed by mail to several
hundred subscribers: if you no longer wish
to receive it, or would like to be added to it,
please contact the Office of the Secretary,
Attn: Operations Branch, Washington, D.C.
20555 (301-415-1963).

In addition, distribution of this meeting
notice over the internet system is available.
If you are interested in receiving this
Commission meeting schedule electronically,
please send an electronic message to
alb@nrc.gov or gkt@nrc.gov.

* * * * *

Dated: May 3, 1996.

Andrew L. Bates,

Senior Level Advisor, Office of the Secretary.

[FR Doc. 96-11529 Filed 5-3-96; 3:51 pm]

BILLING CODE 7590-01-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

National Motor Carrier Advisory Committee; Charter Renewal

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of charter renewal.

SUMMARY: The charter for the National
Motor Carrier Advisory Committee (the
Committee) has been renewed for a two-
year period of time from 1996 through
1998, effective on January 29, 1996. The
Committee acts in an advisory capacity to
the Federal Highway Administrator. It
makes recommendations intended to
improve the safety and productivity of
the motor carrier industry and the

effectiveness of the FHWA's programs
and policies. The Committee reviews
research projects, regulations, and
programs including those involving
commercial motor vehicle licensing and
taxation, uniformity, and safety. Meetings
of the Committee are open to the public
and must be announced in the Federal
Register. Copies of the Committee's
charter are available upon request.

FOR FURTHER INFORMATION CONTACT: Ms.
Jill L. Hochman, HIA-20, Room 3104,
400 Seventh Street, SW., Washington
20590, (202) 366-1861. Office hours are
from 7:45 a.m. to 4:15 p.m. e.t., Monday
through Friday, except for Federal
holidays.

(23 U.S.C. 315; 49 CFR 1.48)

Issued on: April 29, 1996.

Rodney E. Slater,

Federal Highway Administrator.

[FR Doc. 96-11371 Filed 5-6-96; 8:45 am]

BILLING CODE 4910-22-P

Surface Transportation Board¹

[STB Finance Docket No. 32857]

Burlington Northern Railroad Company—Lease Exemption— Union Pacific Railroad Company

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board exempts under 49
U.S.C. 10502 from the prior approval
requirements of 49 U.S.C. 11323-25 the
lease by Burlington Northern Railroad
Company of Union Pacific Railroad
Company's 1.0-mile line of railroad
from milepost 32.0 to milepost 33.0, at
Valmont, CO, subject to standard
employee protective conditions.

DATES: This exemption is effective on
June 6, 1996. Petitions to stay must be
filed by May 17, 1996. Petitions to
reopen must be filed by May 28, 1996.

ADDRESSES: Send pleadings referring to
STB Finance Docket No. 32857 to: (1)
Surface Transportation Board, Office of
the Secretary, Case Control Branch,
1201 Constitution Avenue, N.W.,
Washington, DC 20423; and (2) Michael
E. Roper, 3800 Continental Plaza, 777
Main Street, Fort Worth, TX 76102-
5384.

¹ The ICC Termination Act of 1995, Pub. L. No.
104-88, 109 Stat. 803 (the Act), which was enacted
on December 29, 1995, and took effect on January
1, 1996, abolished the Interstate Commerce
Commission and transferred certain functions to the
Surface Transportation Board (Board). This notice
relates to functions that are subject to Board
jurisdiction pursuant to 49 U.S.C. 11323.

FOR FURTHER INFORMATION CONTACT:
Beryl Gordon, (202) 927-5610. [TDD for
the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION:

Additional information is contained in
the Board's decision. To purchase a
copy of the full decision, write to, call,
or pick up in person from: DC NEWS &
DATA, INC., Room 2229, 1201
Constitution Avenue, N.W.,
Washington, DC 20423. Telephone:
(202) 289-4357/4359. [Assistance for
the hearing impaired is available
through TDD services (202) 927-5721.]

Decided: April 23, 1996.

By the Board, Chairman Morgan, Vice
Chairman Simmons, and Commissioner
Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 96-11315 Filed 5-6-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 32899]

Owensville Terminal Company, Inc.— Acquisition and Operation Exemption—Poseyville & Owensville Railroad Company, Inc. [9623]

Owensville Terminal Company, Inc.
(OTC), a noncarrier, filed a notice of
exemption to acquire from Poseyville &
Owensville Railroad Company, Inc.
(P&O), and operate approximately 11.2
miles of rail branch line in Gibson and
Posey Counties, IN, between milepost
271.0 in Poseyville and milepost 282.2
in Owensville.² The transaction was to
be consummated on or after April 19,
1996.³

This notice is filed under 49 CFR
1150.31. If the notice contains false or
misleading information, the exemption
is void *ab initio*. Petitions to reopen the

¹ The ICC Termination Act of 1995, Pub. L. No.
104-88, 109 Stat. 803, which was enacted on
December 29, 1995, and took effect on January 1,
1996, abolished the Interstate Commerce
Commission and transferred certain functions to the
Surface Transportation Board (Board). This notice
relates to functions that are subject to Board
jurisdiction pursuant to 49 U.S.C. 10901.

² P&O owns the line and operates it as a branch
line, using equipment and labor supplied under
contract by Garden Spot & Ohio Railroad (GS&O).
The line connects with GS&O at Poseyville.

³ P&O was placed into receivership by the Gibson
County Superior Court, Gibson County, IN, in Cause
No. 26001-9303-CP-0010. On March 19, 1993, the
court appointed Robert W. Musgrave (Musgrave)
receiver for P&O. Pursuant to a March 26, 1996
court order, Musgrave agreed to sell the line (real
estate, leases and licenses, track, ties, and other
track materials) to RailAmerica, Inc. (RailAmerica),
a Delaware corporation. RailAmerica, in turn, will
assign its rights and interests in the line to OTC,
and Huron and Eastern Railway Company, Inc.
(Huron), will supply the labor and equipment, as
needed, for OTC to operate the line. OTC and
Huron are Michigan corporations and RailAmerica
subsidiaries.