

## Department of the Army

### Army Science Board; Notice of Closed Meeting

In accordance with Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), announcement is made of the following Committee Meeting:

*Name of Committee:* Army Science Board (ASB).

*Date of Meeting:* 8 and 9 May 1996.

*Time of Meeting:* 0900-1500 (both days).

*Place:* Huntsville, AL.

*Agenda:* The Army Science Board's (ASB) 1996 Summer Study on "Army Simulation Implementation and Use" will meet for briefings and discussions regarding the development and application of computer based models and simulations, physics based models and recent technological advances afforded by simulation techniques. These meetings will be closed to the public in accordance with Section 552b(c) of Title 5, U.S.C., specifically paragraph (1) thereof, and Title 5, U.S.C., Appendix 2, subsection 10(d). The classified and unclassified matters to be discussed are so inextricably intertwined so as to preclude opening any portion of these meetings.

For further information, please contact Michelle Diaz at (703) 695-0781.

Michelle P. Diaz,

*Acting Administrative Officer, Army Science Board.*

[FR Doc. 96-11386 Filed 5-7-96; 8:45 am]

BILLING CODE 3710-08-M

## Corps of Engineers

### Jacksonville District, Jacksonville, Florida; Intent to Prepare a Draft Environmental Impact Statement (DEIS) for the Maintenance Dredging of the Miami River, Dade County, Florida

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

**ACTION:** Notice of Intent.

**SUMMARY:** The Jacksonville District, U.S. Army Corps of Engineers intends to prepare a Draft Environmental Impact Statement for the Maintenance Dredging of the Miami River, Dade County, Florida. The study is a cooperative effort between the U.S. Army Corps of Engineers and the Dade County Department of Environmental Resource Management (DERM).

**FOR FURTHER INFORMATION CONTACT:** Questions about the proposed action and DEIS can be answered by: Mr. Rea N. Boothby, 904-232-3453, Environmental Branch, Planning Division, P.O. Box 4970, Jacksonville, Florida 32232-0019.

**SUPPLEMENTARY INFORMATION:** Dredging to create a Federal Navigation channel in the Miami River was completed in 1933. The Federal project extends from the mouth of the river at its confluence with Biscayne Bay approximately 5.5 miles west to a salinity structure near NW 36th Street. Congressional resolutions were passed in 1972 for sediment removal from the Miami River. The Water Resources Development Act of 1974 authorized removal of sediments from Miami River. The Water Resources Development Act of 1986 authorized removal of contaminated sediments from Miami River and the Seybold Canal in the interest of improved water quality. The 1991 Energy and Water Development Appropriations Act provided funds to initiate pre-construction engineering and design for sediment removal from Miami River and the Seybold Canal.

A revised 1990 Feasibility Report on the dredging of the Miami River and Seybold Canal concluded that there was no justification for sediment removal based on environmental purposes, but that there may be justification for maintenance dredging of Miami River in the interest of navigation. It should be noted that the Seybold Canal portion of the project is not justified economically and has been dropped from further consideration.

Several alternatives are being studied and will be addressed in the DEIS. These include the use of various mechanical and/or hydraulic dredges; methods of transporting, unloading and transferring dredged material; use of interim disposal sites and the final disposal site(s).

The preferred alternative at this point is the use of some type of mechanical dredge to remove sediment and debris. Dredged material would then be loaded into geotextile fabric containers (GFC's) and transported in split-hull barges to the Miami Ocean Dredged Material Disposal Site (ODMDS) for disposal. Material placed in the GFC's would be positioned for disposal in the ODMDS and capped with material from on-going and future operation and maintenance activities.

**SCOPING:** A scoping workshop was held in Miami on September 5, 1991. Agencies, organizations, and individuals were sent a notice of alternatives proposed and issues raised at that scoping meeting and invited to respond. A formal scoping meeting is not planned at this time. However, a scoping letter containing a description of the most recent alternatives will be sent to Federal, State, and local agencies

and interested organizations and individuals.

**PUBLIC INVOLVEMENT:** We invite the participation of affected Federal, state and local agencies, affected Indian tribes, and other interested private organizations and parties. A Preliminary Draft EIS has been prepared. A copy of this document is being placed in the Main Library located at 101 West Flagler Street, Miami, Florida. The library hours are: 9 a.m. to 6 p.m., Monday through Saturday; 9 a.m. to 9 p.m. Thursday and 1 p.m. to 5 p.m. on Sunday. The Draft EIS will follow the preliminary DEIS and will incorporate the results of scoping and public involvement.

**COORDINATION:** The proposed action will be coordinated with the U.S. Fish and Wildlife Service (FWS) and the National Marine Fisheries Service under Section 7 of the Endangered Species Act, with the FWS under the Fish and Wildlife Coordination Act, and with the State Historic Preservation Officer.

**OTHER ENVIRONMENTAL REVIEW AND CONSULTATION:** The proposed action may involve the following: (1) evaluation for disposal of dredged material into Ocean Waters under Section 103 of the Marine Protection, Research, and Sanctuaries Act; (2) evaluation pursuant to Section 404(b) of the Clean Water Act; (3) certification of water quality by the State pursuant to Section 401 of the Clean Water Act; (4) determination of Coastal Zone consistency pursuant to the Coastal Zone Management Act; and (5) other state and local requirements.

**DEIS PREPARATION:** It is estimated that the DEIS will be available to the public in the summer of 1996.

A.J. Salem,

*Chief, Planning Division.*

[FR Doc. 96-11385 Filed 5-7-96; 8:45 am]

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## Department of the Navy

### Notice of Availability of the Final Environmental Impact Statement for the Disposal of Decommissioned, Defueled Cruiser, Ohio Class, and Los Angeles Class Naval Reactor Plants

**SUMMARY:** Pursuant to the National Environmental Policy Act of 1969 [42 U.S.C. 4321 et seq] and in accordance with the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR Parts 1500-1508), the Department of the Navy, with the Department of Energy as a cooperating agency, has prepared and filed with the U.S. Environmental Protection Agency the

Final Environmental Impact Statement for disposal of reactor plants from U.S. Navy nuclear-powered cruisers, OHIO Class submarines and LOS ANGELES Class submarines. The Department of Energy has participated as a cooperating agency and has adopted the Environmental Impact Statement to fulfill its environmental review obligations under NEPA.

Requests for copies of the document and requests for further information should be directed to Mr. John Gordon (Code 1160), Puget Sound Naval Shipyard, 1400 Farragut Avenue, Bremerton, Washington 98314-5001, telephone (360)476-7111.

**SUPPLEMENTARY INFORMATION:** The Final Environmental Impact Statement analyzes the alternative ways for disposing of decommissioned, defueled, reactor compartments from U.S. Navy nuclear-powered cruisers (BAINBRIDGE, TRUXTUN, LONG BEACH, CALIFORNIA Class and VIRGINIA Class) and submarines (LOS ANGELES Class and OHIO Class). A disposal method for the defueled reactor compartments is needed when the cost of continued operation is not justified by the ship's military capability or when the ships are no longer needed. After a determination is made that a nuclear-powered ship is no longer needed, the ship can be: (1) placed in protective storage for an extended period followed by permanent disposal or recycling; or (2) prepared for permanent disposal or recycling.

The alternatives examined in detail in the Final Environmental Impact Statement are the preferred alternative—land burial of the entire reactor compartment at the Department of Energy Low-Level Waste Burial Grounds at Hanford, Washington; the no action alternative—protective waterborne storage for an indefinite period; disposal and reuse of subdivided portions of the reactor compartments; and indefinite storage above ground at Hanford.

Several other alternatives are also examined in limited detail. These alternatives include sea disposal; land disposal of entire reactor compartments at other sites and permanent above ground disposal of entire reactor compartments at Hanford.

Navy reactor plants constructed prior to the USS LOS ANGELES (SSN 688) (referred to as pre-LOS ANGELES Class submarines) share many common design characteristics with reactor plants from cruisers, OHIO Class submarines and LOS ANGELES Class submarines. Pre-LOS ANGELES Class submarines are currently being disposed

of at the Department of Energy Hanford Site in Eastern Washington by Puget Sound Naval Shipyard in Bremerton Washington, consistent with the Secretary of the Navy's 1984 Record of Decision on disposal of decommissioned, defueled Naval submarine reactor plants. Because of the negligible environmental impact, land burial of the reactor compartment at the Hanford Site is the preferred alternative for disposal of reactor compartments from cruisers, OHIO Class submarines and LOS ANGELES Class submarines.

No new legislation would be required to implement any of these alternatives. In all of the alternatives considered in the Draft Environmental Impact Statement there would be no spent nuclear fuel left in the reactor compartments. All the radioactive nuclear fuel would be removed before disposal. Management of the spent nuclear fuel is addressed in a separate Department of Energy Environmental Impact Statement, though there would be some other radioactive materials left within the reactor compartments. Therefore, the Draft Environmental Impact Statement evaluates disposal of the reactor compartments after all the spent nuclear fuel has been removed. Types of U.S. Navy nuclear-powered ships that are expected to be decommissioned more than 20 years in the future (e.g., aircraft carriers and SEAWOLF Class submarines) are not included in this Final Environmental Impact Statement.

The Navy held public hearings on the Draft Environmental Impact Statement in Bremerton, Richland, and Seattle, Washington; and Portland, Oregon. Comments from 20 individuals and agencies were received either in oral or written statements at the hearings or in comment letters. These comments and the Navy responses are included in an appendix to the Final Environmental Impact Statement.

The Final Environmental Impact Statement has been distributed to various federal, state, and local government agencies, tribes, elected officials, and special interest groups. Requests for copies of the Final Environmental Impact Statement should be directed to the address listed above. In addition, copies of the Final Environmental Impact Statement are also available for public inspection in the following libraries: Kitsap County Public Library, Main Branch, 1301 Sylvan Way, Bremerton, Washington, phone (360)377-7601; Public Reading Room for U.S. Department of Energy, Richland Operations Office, Washington State University, Tri-Cities, 100 Sprout

Road, Room 130 West, Richland, Washington, phone (509)376-8583; Suzallo Library, University of Washington, Seattle, Washington, phone (206)543-9158; Multnomah County Library, 801 Southwest 10th Avenue (Due to renovation work, temporarily relocated to 1407 SW 4th Avenue), Portland, Oregon, phone (503)248-5234.

**FOR FURTHER INFORMATION CONTACT:** Mr. John Gordon as noted above.

Dated April 24, 1996.

M.A. Waters,  
*LCDR, JAGC, USN, Federal Register Liaison Officer.*

[FR Doc. 96-11193 Filed 5-7-96; 8:45 am]

**BILLING CODE 3810-FF-P**

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## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

[Docket No. ES96-23-000]

#### Boston Edison Company; Notice of Application

May 2, 1996.

Take notice that on April 26, 1996, Boston Edison Company filed an application, under § 204 of the Federal Power Act, seeking authorization to issue short-term debt, from time to time, in an aggregate principal amount not to exceed \$350 million, outstanding at any one time, on or before December 31, 1998, with final maturities no later than December 31, 1999.

Any person desiring to be heard or to protest said filing should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 888 first Street, N.E., Washington, D.C. 20426 in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 385.214). All such motions or protests should be filed on or before May 28, 1996. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

Linwood A. Watson, Jr.,

*Acting Secretary.*

[FR Doc. 96-11427 Filed 5-7-96; 8:45 am]

**BILLING CODE 6717-01-M**

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