

Glendale-Pasadena Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 4, 1996 the FAA determined that the application to use the revenue from a PFC submitted by Burbank-Glendale-Pasadena Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 17, 1997.

The following is a brief overview of the use application number 96-02-U-00-BUR:

*Level of PFC:* \$3.00.

*Actual charge effective date:* September 1, 1994.

*Estimated charge expiration date:* January 1, 2000.

*Total estimated net PFC revenue to be used:* \$27,441,000.00.

*Brief description of proposed project(s):* AF-04 Construct ARFF Station; LA-02 Acquire land—Plant B-6.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO) filing Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at

the Burbank-Glendale-Pasadena Airport Authority, Burbank-Glendale-Pasadena Airport.

Issued in Hawthorne, California on October 10, 1996.

Herman C. Bliss,

*Manager, Airports Division, Western-Pacific Region.*

[FR Doc. 96-27493 Filed 10-24-96; 8:45 am]

**BILLING CODE 4910-13-M**

## Federal Transit Administration

### Environmental Impact Statement on the Third Street Light Rail Project in San Francisco, CA

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of intent to prepare an environmental impact statement.

**SUMMARY:** The Federal Transit Administration (FTA) and the San Francisco Municipal Railway (MUNI) hereby give notice that they intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA), on the proposed construction of a light rail transit service along the Third Street corridor in San Francisco. The Third Street Light Rail Project would extend from a southern terminus connecting with the Bayshore CalTrain Station, travel along Bayshore Boulevard, cross Highway 101 to operate in a dedicated median right-of-way on Third Street through the Bayview commercial core, then past the Central Waterfront and Potrero Hill to King Street. North of Third and King

Streets, surface and subway options would extend the light rail line through South of Market, the downtown area, crossing Market Street to the downtown area, with a northern terminus in Chinatown near Sacramento or Washington Street. Other options would operate directly into the Market Street MUNI Metro subway. As part of the project, a new light rail maintenance and storage facility is proposed for a site just east of I-280, between 16th and Mariposa Streets.

The local lead agency—the City and County of San Francisco, Planning Department, Office of Environmental Review (OER)—will ensure that the environmental document also satisfies the requirements of the California Environmental Quality Act (CEQA). In addition to the Third Street Light Rail Project, the EIS/EIR will evaluate a No Build Alternative, as well as any feasible alternatives generated through the scoping process. Scoping will be accomplished through correspondence with interested persons, organizations and federal, state and local agencies, and through two public scoping meetings. In addition, a Technical Advisory Committee and a Community Advisory Group will be established to provide input to the project. Numerous local community workshops and public informational forums are also planned to take place throughout the project corridor.

**MEETING DATES:** Public scoping meetings will be held at the following times and locations:

Day	Date	Time	Location
Wednesday .....	November 20, 1996	6:00 p.m.–9:00 p.m. ...	ANA Hotel, 50 Third Street.
Thursday .....	November 21, 1996	6:00 p.m.–9:00 p.m. ...	Southeast Community Center, 1600 Oakdale Avenue.

The meetings will have an Open House format from 6:00 p.m. to 7:00 p.m., with a presentation and public comments on the EIS/EIR scope planned from 7:00 p.m. to 9:00 p.m.

**ADDRESS FOR WRITTEN COMMENTS:** Written comments on the scope of alternatives and impacts to be considered in the EIS/EIR should be sent to the local lead agency by December 6, 1996. Written comments should be sent to Mr. Paul Deutsch, Planning Department, Office of Environmental Review, 1660 Mission Street, Fifth Floor, San Francisco, CA 94103.

**FOR FURTHER PROJECT INFORMATION CONTACT:** Sue Olive, Project Manager, Service Planning Department, San

Francisco Municipal Railway, 949 Presidio Ave., San Francisco, CA. 94115. Phone (415) 923-6100; or Donna Turchie, Office of Planning and Program Development, Federal Transit Administration, 201 Mission St., Rm. 2210, San Francisco, CA 94105. Phone (415) 744-3115.

### SUPPLEMENTARY INFORMATION:

#### Scoping

FTA and the local lead agency invite interested individuals, organizations, and federal, state and local agencies to participate in defining the alternatives to be evaluated in the EIS/EIR and identifying any significant social, economic, or environmental issues related to the alternatives. An

information packet describing the purpose of the proposed federal action, the proposed alternatives, the impact topics to be evaluated, the community involvement program, and the preliminary project schedule will be available at the Public Scoping Meetings. Persons may request the scoping materials by contacting Paul Deutsch at the address above, or by calling him at (415) 558-6383. Scoping comments may be made verbally at either of the public scoping meetings or in writing. See the **DATES** and **ADDRESSES** sections above for locations and times. During scoping, comments should focus on identifying specific social, economic or environmental impacts to be evaluated and suggesting design options

which are less costly or less environmentally damaging while achieving similar transit objectives. Scoping is not the appropriate time to indicate a preference for a particular alternative. Comments on preferences should be communicated after the Draft EIS/EIR has been completed. If you wish to be placed on the mailing list to receive further information as the project develops, contact Sue Olive as previously described.

#### Description of Study Area and Project Need

The project is to construct an electrified light rail line on the surface and in subway along the Third Street corridor in San Francisco as an alternative to the MUNI 15 and 9X diesel bus lines that currently serve the area. The project would provide many San Francisco residents with more efficient access to downtown job centers, the Mission Bay project area and proposed new waterfront ballpark, and would enhance mobility by improving connections with local and regional transit lines. This major transit investment is also intended to help achieve desired community and economic development objectives for the Bayshore Corridor communities of Potrero Hill, Bayview-Hunters Point and Visitacion Valley. The new light rail line would connect these neighborhoods with downtown San Francisco, and possibly Chinatown.

#### Alternatives

The Third Street Light Rail Project is examining two alternatives to be carried forward into environmental analysis (Draft EIS/EIR). The two alternatives are:

- The "No Build" Diesel Bus Alternative would be a continuation or expansion of the MUNI 15-Third and 9X San Bruno Expresses that are currently the major trunk lines serving the project area, and
- A "Build" Light Rail Alternative, which assumes construction of a light rail line linking some or all of Chinatown, Downtown, South of Market, Potrero Hill, Bayview-Hunters Point and Visitacion Valley neighborhoods, primarily along Third Street. The Light Rail Alternative has multiple downtown and Mission Bay alignment options that will be evaluated and screened during the initial seven-month study phase. All options share a common alignment along Third between the southern terminus at the Bayshore CalTrain Station and 16th Street. The Third Street light rail line would operate in a dedicated median right-of-way along Bayshore Boulevard and use the existing Highway 101 overcrossing

to reach Third Street. Along Third Street, the alignment would remain in the median as it traverses the Bayview commercial core, over Islais Creek, and through the Central Waterfront area to 16th Street. A new light rail operations and maintenance facility is proposed for a 10-acre site east of I-280 between 16th Street and Mariposa Streets. North of 16th Street, three primary surface and subway alignment options, each containing suboption variants, are being studied. The project also hopes to use rail as a catalyst for revitalizing the Third Street commercial core in Bayview-Hunters Point.

#### Probable Effects

FTA and the local lead agency plan to evaluate in the EIS/EIR all significant social, economic, and environmental impacts of the alternatives. Among the primary issues are the expected increase in transit ridership, traveltime savings, the capital outlays needed to construct the project, the cost of operating and maintaining the facilities created by the project, and the financial impacts on the funding agencies. Environmental and social impacts and benefits proposed for analysis include: land use and neighborhood impacts; parklands; traffic and parking impacts, particularly in the Bayview commercial core and near stations; visual impacts; impacts on historic architecture properties and archaeological resources; and noise and vibration impacts. Impacts on natural areas, biology, hazards, air and water quality, groundwater and geology will also be covered. The impacts will be evaluated both for the construction period and for the long-term period of operation. Measures to mitigate significant adverse impacts will be considered.

#### FTA Procedures

In accordance with the Federal Transit Act and FTA policy, the Draft EIS/EIR will be prepared first. After its publication, the Draft EIS/EIR will be available for 45-day public and agency review and comment period, and a public hearing will be held. On the basis of the Draft EIS/EIR and the comments received, the San Francisco Public Transportation Commission will select a locally preferred alternative. Then the Final EIS/EIR will be prepared responding to all comments on the Draft EIS/EIR, and FTA will issue a Record of Decision on the proposed federal action.

Issued on: October 22, 1996.  
 Leslie Rogers,  
*Regional Administrator, FTA.*  
 [FR Doc. 96-27496 Filed 10-24-96; 8:45 am]  
**BILLING CODE 4910-57-U**

#### Research and Special Programs Administration (RSPA)

##### Meetings of Pipeline Safety Advisory Committees

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 1) notice is hereby given of the following meetings of the Technical Pipeline Safety Standards Committee (TPSSC) and the Technical Hazardous Liquid Pipeline Safety Standards Committee (THLPSSC). Each Committee meeting, as well as a joint session of the two Committees, will be held at the Department of Transportation, Room 2230, 400 Seventh Street, S.W., Washington, DC 20590.

On November 6, 1996, at 10:00 a.m., the THLPSSC will meet. Agenda items include:

1. Emergency Flow Restriction Devices
2. API Risk Based Approach to Hydrostatic Testing
3. Breakout Tanks and Tank Standards
4. Lines Operating below 20% of SMYS
5. OPA Status Update
6. Progress in Defining Unusually Sensitive Areas

On November 6, 1996, at 1:00 p.m., the THLPSSC will be joined by members of the TPSSC for a joint session which will include:

1. Welcome by the OPS Associate Administrator
2. Panel on Reauthorization and the Budget
3. Regulatory Reform Phase II
4. Compliance Policy Task Force
5. General Regulatory Update
6. Preparation for Risk Management Demonstration Project
7. Strategy for Improving Access to Pipeline Data and Meeting the Government Performance Results Act

On November 7, 1996, from 9:30 a.m. to 12:00 noon, the joint TPSSC-THLPSSC session will include:

1. OPS Rulemakings Update
2. Report on National Pipeline Mapping Project and Follow-up Strategy
3. Non-Destructive Evaluation Project
4. Offshore Update
5. Proposed Damage Prevention Quality Action Team
6. Operator Qualification Negotiated Rulemaking

At 1:00 p.m. on November 7, the TPSSC will meet. Agenda items include:

1. Welcome by the OPS Associate Administrator
2. Definition of Gas Gathering Lines
3. Liquid Natural Gas Regulatory Updates
4. Excess Flow Valve Performance Standards Customer Notification