

of their catalytic-converter muffler (CCM).<sup>2</sup> In addition, for certain engine models covered by Nelson's request, the 0.10 grams per brake horsepower-hour (g/bhp-hr) PM standard has already been triggered.<sup>3</sup> Nevertheless, EPA plans to review available information and comments related to the cost of the Nelson equipment and, if appropriate, to certify the Nelson equipment on the basis of being available to all affected operators for less than the life-cycle cost ceiling of \$2,000 (1992 dollars). Any equipment certified as meeting the both the emission and cost requirements can be considered by EPA when updating the post-rebuild PM levels used by transit operators choosing to comply with program 2.<sup>4</sup>

To determine particulate matter (PM) reduction of the candidate equipment under the urban bus retrofit/rebuild program, Nelson presents exhaust emission data from a 1983 DDC 6V92TA with mechanical unit fuel injection (MUI), which was rebuilt by Detroit Diesel Remanufacturing—Central, Inc. prior to baseline testing. The engine was retested with the candidate equipment installed. The data show a 53 percent reduction in PM emissions between the baseline engine and the engine with the candidate equipment installed. In addition, the test data indicate that the emissions of hydrocarbon (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) with the candidate equipment installed are less than applicable standards. Fuel consumption measurements indicate a fuel economy penalty of less than 1 percent with the candidate equipment installed. Nelson presents smoke emission measurements for the engine which indicate compliance with applicable standards.

Consistent with previous catalyst certifications for 25 percent reduction, EPA believes that the Nelson test engine meets the criteria for worse-case test engine, described at § 85.1406 (a), for all two-stroke cycle engines (exclusive of the 1990 model year DDC 6L71TA), including both mechanically and electronically fuel injected engines. As further described in that section, EPA reserves the right to request additional information showing that PM reduction does not vary significantly among engine families. However, because the Nelson test data indicate over a 50 percent PM reduction on the DDC 6V92TA MUI test engine, EPA believes it reasonable to expect that electronically-controlled engines, with the Nelson catalyst installed, will be

capable of meeting the 25 percent reduction standard for which Nelson is requesting certification.

Nelson states that the candidate equipment will be offered to all affected operators for less than a life cycle cost of \$2,000 (1992 dollars), and has submitted life cycle cost information. Nelson states that the purchase price of the catalytic muffler unit will not exceed \$2,069 (in January 1997 dollars). In addition, Nelson states that equipment installation time will not exceed 5 hours, resulting in an installation cost of \$199 (in January 1997 dollars). Finally, Nelson states that there is no incremental maintenance required of the catalyst unit, and no fuel economy impact.

Certification of the candidate Nelson equipment would affect operators as follows. For the 1979 through 1989 6V92TA MUI engine models, EPA has previously certified equipment which triggered the requirement to use equipment certified to the 0.10 g/bhp-hr level beginning September 15, 1997. Therefore, under Program 1, operators who rebuild or replace 1979 through 1989 model year DDC 6V92TA MUI engines after this date will be required to use equipment certified to meet the 0.10 g/bhp-hr PM level. For all other engine models to which this certification would apply, EPA has previously certified equipment which triggered the requirement to use equipment certified as providing a minimum 25 percent reduction in PM beginning December 1, 1995. If the candidate Nelson equipment is certified to reduce PM by at least 25 percent, then its use under program 1 will meet this requirement for these other engine models. This requirement will continue for the applicable engines until such time that equipment is certified to trigger the 0.10 g/bhp-hr emission standard for these engines for less than a life cycle cost of \$7,940 (in 1992 dollars). If the Agency certifies the candidate Nelson equipment, then operators who choose to comply with Program 2 and install this equipment, will use the PM emission level(s) established during the certification review process, in their calculations for target or fleet level as specified in the program regulations.

At a minimum, EPA expects to evaluate this notification of intent to certify, and other materials submitted as applicable, to determine whether there is adequate demonstration of compliance with: (1) The certification requirements of § 85.1406, including whether the testing accurately substantiates the claimed emission reduction or emission levels; and, (2)

the requirements of § 85.1407 for a notification of intent to certify, including whether the data provided by Nelson complies with the life cycle cost requirements.

The Agency requests that those commenting also consider these regulatory requirements, plus provide comments on any experience or knowledge concerning: (a) Problems with installing, maintaining, and/or using the candidate equipment on applicable engines; and, (b) whether the equipment is compatible with affected vehicles.

The date of this notice initiates a 45-day period during which the Agency will accept written comments relevant to whether or not the equipment described in the DDC notification of intent to certify should be certified pursuant to the urban bus retrofit/rebuild regulations. Interested parties are encouraged to review the notification of intent to certify and provide comment during the 45-day period. Please send separate copies of your comments to each of the above two addresses.

The Agency will review this notification of intent to certify, along with comments received from interested parties, and attempt to resolve or clarify issues as necessary. During the review process, the Agency may add additional documents to the docket as a result of the review process. These documents will also be available for public review and comment within the 45 day period.

**Richard Wilson,**

*Acting Assistant Administrator for Air and Radiation.*

[FR Doc. 97-18253 Filed 7-10-97; 8:45 am]

BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-5482-1]

### Environmental Impact Statements; Notice of Availability

*Responsible Agency:* Office of Federal Activities, General Information (202) 564-7167 OR (202) 564-7153.

Weekly receipt of Environmental Impact Statements Filed June 30, 1997

Through July 3, 1997.

Pursuant to 40 CFR 1506.9.

EIS No. 970247, Draft EIS, SFW, ID, MT, Grizzly Bear (*Ursus arctos horribilis*) Recovery Plan in the Bitterroot Ecosystem, Implementation, Endangered Species Act, Proposed Special Rule 10(j) Establishment of a Nonessential Experimental Population of Grizzly Bears in the

<sup>2</sup> 60 FR 28402, May 31, 1995.

<sup>3</sup> 62 FR 12166, March 14, 1997.

<sup>4</sup> See 40 CFR 85.1403 (c)(1).

Bitterroot Area, Rocky Mountain, Blaine, Camas, Boise, Clearwater, Custer, Elmore, Idaho, Lemhi, Shoshone and Valley Counties, ID and Mineral, Missoula, Ravalli and Sanders Counties, MT, Due: September 30, 1997, Contact: Dr. Christopher Servheen (406) 243-4903.

*EIS No. 970248*, Final EIS, FHW, NY, I-287 Cross Westchester Expressway (CWE) Transportation Improvements, New York State Thruway Route 303 to Route 120, Funding, Right-of-Way Acquisition, COE Section 10 and 404 Permits, Rockland and Westchester Counties, NY, Due: August 11, 1997, Contact: Robert Arnold (518) 431-4125.

*EIS No. 970249*, Final EIS, FAA, NC, Initial Development of the North Carolina Global TransPark (NCGTP) Complex, Implementation, Airport Layout Plan Approval, COE Section 404 Permit, Kinston, Lenoir County, NC, Due: August 11, 1997, Contact: Tommy Roberts (404) 305-7150.

*EIS No. 970250*, Draft EIS, FHW, CA, Marin 101 High Occupancy Vehicle (HOV) Gap Closure Project, Construction from US 101/I-580 on US 101 from Lucky Drive to North San Pedro Road and I-580 from Irene Street to US 101, Funding, COE Section 404 and Bridge Permits, Marin County, CA, Due: August 25, 1997, Contact: Brett Jackson (916) 498-5852.

*EIS No. 970251*, Draft EIS, USN, NV, Fallon Naval Air Station (NAS) Range Training Complex, Withdrawal of Federally Administered Public Lands for Range Safety and Training Purposes, Great Basin, City of Fallon, Churchill County, NV, Due: October 09, 1997, Contact: Sam Dennis (415) 244-3007.

*EIS No. 970252*, Final EIS, BLM, MT, Cooke City Area Mineral Withdrawal, Implementation, Gallatin and Custer National Forests, Cooke City, Park County, MT, Due: August 11, 1997, Contact: Larry Timchak (406) 255-0322.

*EIS No. 970253*, Draft EIS, COE, NC, Randleman Lake and Dam Project, Construction, Piedmont Triad Regional Water Authority (PTRWA), Deep River Guilford and Randolph Counties, NC, Due: August 25, 1997, Contact: John C. Meshaw (910) 251-4175.

*EIS No. 970254*, Final EIS, AFS, CA, Snowcreek Golf Course Expansion, Construction and Operation, Special Use Permit, Inyo National Forest System Lands, Mono County, CA, Due: August 11, 1997, Contact: Robert H. Hawkins (760) 873-2400.

*EIS No. 970255*, Final EIS, AFS, CA, Canyons Analysis Area, Implementation, Tahoe National Forest, Truckee Ranger District, Sierra and Nevada Counties, CA, Due: August 11, 1997, Contact: Karen Jones (916) 587-3558.

*EIS No. 970256*, Final EIS, FRC, WA, Upriver FERC No. 3074 Hydroelectric Project, Amendment of the Existing License, Spokane River, Spokane County, WA, Due: August 11, 1997, Contact: Jim Hastreiter (503) 326-5858.

*EIS No. 970257*, Final EIS, AFS, CA, Lake of the Sky Interpretive Center, Site Selection with the Sixty-Four Acres Tract, Tahoe City, Lake Tahoe, Placer County, CA, Due: August 11, 1997, Contact: Jacke Faike (916) 573-2600.

*EIS No. 970258*, Final EIS, AFS, PR, Caribbean National Forest Land and Resource Management Plan, Implementation, PR, Due: August 11, 1997, Contact: Lizzette Velez (787) 888-5609.

#### Amended Notices

*EIS No. 970228*, Second Final EIS (T, FHW, CA, A-58—Mojave Freeway Project, Construction from 0.1 mile east of the Cache Creek Bridge to 5.0 miles east of the town of Mojave, Funding, COE Section 404 Permit and Right-of-Way Acquisition, Kern County, CA, Due: July 21, 1997, Contact: John R. Schultz (916) 498-5041. Published FR-06-20-97—Correction to Telephone Number.

Dated: July 8, 1997.

#### Ken Mittelholtz,

*Environmental Protection Specialist, NEPA Compliance Division, Office of Federal Activities.*

[FR Doc. 97-18238 Filed 7-10-97; 8:45 am]

BILLING CODE 6560-50-P

#### ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-5482-2]

#### Environmental Impact Statements and Regulations; Availability of EPA Comments

Availability of EPA comments prepared June 09, 1997 Through June 13, 1997 pursuant to the Environmental Review Process (ERP), under Section 309 of the Clean Air Act and Section 102(2)(c) of the National Environmental Policy Act as amended. Requests for copies of EPA comments can be directed to the Office of Federal Activities at (202) 564-7167.

An explanation of the ratings assigned to draft environmental impact

statements (EISA) was published in FR dated April 04, 1997 (62 FR 16154).

#### Draft EISs

ERP No. D-AFS-E65049-FL Rating EC1, Florida National Forests, Revised Land and Resource Management Plan, Implementation, Apalachicola, Choctowhatchee, Ocala and Osceola National Forests, Several Counties, FL.

*Summary:* EPA expressed environmental concerns about impacts to water quality from the preferred alternative which emphasizes greater forest harvesting activities than the current management plan.

ERP No. D-AFS-K65270-CA Rating LO, Damon Fire Salvage and Restoration Project, Implementation, Modoc National Forest, Modoc County, CA.

*Summary:* EPA expressed a lack of objections.

ERP No. D-AFS-L65288-ID Rating EC2, Deadwood Ecosystem Analysis '96 Project, Implementation, Boise National Forest, Lowman Ranger District, Boise and Valley Counties, ID.

*Summary:* EPA expressed environmental concerns that implementing of best management practices and associated mitigation measures may not ensure protection of beneficial uses of streams and rivers within and downstream of the project area.

ERP No. DS-COE-D32033-PA Rating EC2, Lower Monongahela River Navigation System, Locks and Dam Nos. 2, 3, and 4 Improvements, Updated Information for Disposal of Dredge and Excavated Material, Funding, Allegheny, Washington and Westmoreland Counties, PA.

*Summary:* EPA expressed environmental concerns regarding environmental and public health impacts due to possible groundwater contamination, exceedences of Pennsylvania's water quality standards and residential/non-residential soil standards for some metals. EPA also expressed concern about the sediment and water quality sampling process. EPA requested that additional sampling and investigation be done to assess these environmental impacts.

#### Final EISs

ERP No. F-AFS-L65276-ID, Prince John Timber Sale Project, Implementation, Boise National Forest, Cascade Ranger District, Valley County, ID.

*Summary:* Review of the Final EIS was not deemed necessary. No formal comment letter was sent to the preparing agency.

ERP No. F-AFS-L82014-00, Priest Lake Ranger District Noxious Weed