

impacts of construction and operation of a proposed LDA at the Santa Monica Municipal Airport, Santa Monica, CA.

The FAA is the lead agency and will assess the potential environmental impacts of the proposed LDA and alternatives. In conducting the planning process the FAA will involve the public and other agencies, as appropriate.

DATES: Written comments on the scope of the EIS will be accepted at the address below until May 1, 1995.

ADDRESSES: Written comments on this E.I.S. may be sent to the FAA at the following address:

Mail Address: Federal Aviation Administration, Western-Pacific Region, AWP-452.21, P.O. Box 92007, World Way Postal Center, Los Angeles, CA 90009-2007.

Special Deliveries: Federal Aviation Administration, Western-Pacific Region, AWP-452.21, 15000 Aviation Boulevard, Hawthorne, California 90261.

FOR FURTHER INFORMATION CONTACT: Mr. Edward Duarte, Federal Aviation Administration, (310) 297-0157.

SUPPLEMENTARY INFORMATION: The January 17, 1994 Northridge, CA earthquake caused extensive damage to the then existing Localizer-Type Directional Aid (LDA) platform, resulting in the LDA being taken out of service and the platform being dismantled. A replacement for the instrument landing aid utilizing the existing equipment is proposed in the vicinity of the original LDA location.

One of the goals of the FAA is to install Instrument Landing Systems (ILSs) which have the ability to provide guidance to pilots of properly equipped aircraft, to enhance landing under conditions of reduced ceilings and lower visibility. In order to do this, ILSs must be appropriately located based on FAA criteria. The LDA meets these criteria and is compatible with the Airport Master Plan and the January 31, 1984 Santa Monica Airport Agreement between the City of Santa Monica and the FAA.

The EIS will include a discussion of the proposed acting and alternatives, affected environment, potential impacts or consequences of the proposed action, and potential mitigation measures.

Alternatives

In addition to the proposed action, the following alternatives may be considered in the E.I.S.: (1) Global positioning satellite (GPS) instrument approach procedure, (2) microwave landing system (MLS) and (3) the no action alternative under which the LDA would not be built.

Public Scoping Meetings

To insure the widest possible scope of public concerns and issues, the FAA solicits comments for consideration and possible inclusion in the Draft E.I.S. All interested persons are invited to attend scoping meetings to be announced in the local media.

Issued in Hawthorne, California on January 27, 1995.

Donald Tom,

Manager, Airway Facilities Division, AWP-400, Western-Pacific Region.

[FR Doc. 95-3126 Filed 2-7-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Sauk County, Wisconsin

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 (EIS) will be prepared for the proposed improvement of USH 12 between Lake Delton and Sauk City in Sauk County, Wisconsin.

FOR FURTHER INFORMATION CONTACT: Mr. Richard C. Madrzak, Statewide Projects Engineer, Federal Highway Administration, 4502 Vernon Boulevard, Madison, Wisconsin 53705-4905. Telephone (608) 264-5968.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Wisconsin Department of Transportation, will prepare an Environmental Impact Statement to improve US Highway 12 (USH 12) from Interstate 90/94 at Lake Delton South through West Baraboo to the existing divided roadway south of Ski Hi Road, a distance of 19.3 km (12 mi).

The improvement of USH 12, which is essentially a two-lane rural highway, is considered necessary to provide capacity for existing and projected traffic demand and to reduce the high collision rate.

Planning, environmental and engineering studies are underway to develop transportation alternatives. The EIS will assess the need, location, and environmental impacts of alternatives within the I 90/94—Ski Hi Road Section including (1) *No-Build*—This alternative assumes the continued use of existing facilities with the maintenance necessary to ensure their use; (2) *Upgrade the Existing Facility*—this alternative would improve the traffic handling capability and safety by

reconstruction of the existing route; (3) *New Alignment*—this alternative would provide for the construction of a four-lane divided expressway on new location.

Information describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies and to private organizations and citizens who have previously expressed, or are known to have interest in this proposal. A series of public meetings will be held in the project corridor throughout the data gathering and development of alternatives. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS will be available for public and agency review and comment prior to the hearing. As part of the scoping process, coordination activities have begun. Scoping meetings will continue to be held on an individual or group meeting basis. Agency coordination will be accomplished during these meetings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are 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.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 112372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued January 27, 1995.

Richard C. Madrzak,

Statewide Projects Engineer, Madison, Wisconsin.

[FR Doc. 94-3048 Filed 2-7-94; 8:45 am]

BILLING CODE 4910-22-M

Maritime Administration

Notice of Merger of Approved Trustee

Notice is hereby given that all of the right, title and interest of First City, Texas-Beaumont, National Association, Beaumont, Texas, was transferred and assigned to New First City Texas-Beaumont, Beaumont, Texas, on October 30, 1992. New First City Texas-Beaumont, merged with and into Texas Commerce Bank-Beaumont, National Association, effective February 13, 1993. Texas Commerce Bank-Beaumont, National Association merged with and into Texas Commerce Bank, National Association, P. O. Box 2558, Houston,

Texas 77252- 8341, with Texas Commerce Bank, National Association as the surviving corporation in the merger.

Dated: February 2, 1995.

By Order of the Maritime Administrator.

Murray A. Bloom,

Acting Secretary.

[FR Doc. 95-3127 Filed 2-7-95; 8:45 am]

BILLING CODE 4910-81-P

Notice of Merger of Approved Trustee

Notice is hereby given that Ameritrust Texas, National Association, Houston, Texas, changed its name to Texas Commerce Trust Company, National Association effective September 28, 1993. Texas Commerce Trust Company, National Association merged with and into Texas Commerce Bank, National Association, P. O. Box 2558, Houston, Texas 77252-8341, effective December 17, 1993, with Texas Commerce Bank, National Association as the surviving corporation in the merger.

Dated: February 2, 1995.

By Order of the Maritime Administrator.

Murray A. Bloom,

Acting Secretary.

[FR Doc. 95-3128 Filed 2-7-95; 8:45 am]

BILLING CODE 4910-81-P

Notice of Merger of Approved Trustee

Notice is hereby given that New First City Texas-Beaumont, National Association, Beaumont, Texas, merged with and into Texas Commerce Bank, National Association-Beaumont, P. O. Box 2751, Beaumont, Texas 77704, effective February 13, 1993, with Texas Commerce Bank, National Association-Beaumont as the surviving corporation in the merger.

Dated: February 2, 1995.

By Order of the Maritime Administrator.

Murray A. Bloom,

Acting Secretary.

[FR Doc. 95-3130 Filed 2-7-95; 8:45 am]

BILLING CODE 4910-81-P

Research and Special Programs Administration

[Docket No. PS-132; Notice 2]

Office of Pipeline Safety; Risk Assessment Prioritization (RAP)

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

ACTION: Request for information.

SUMMARY: RSPA, through the Office of Pipeline Safety (OPS), is implementing

a pipeline Risk Assessment Prioritization (RAP) process and invites representatives of industry, government agencies, environmental organizations, public safety organizations and other members of the public to contribute information on solutions to pipeline safety issues. The proposed solutions are a vital part in developing the RAP process. Through the RAP process, the solutions will be prioritized and will become a basis upon which OPS management will decide how to commit available resources.

DATES: Responses to this request for information should be submitted on or before April 10, 1995. Late-filed comments will be considered to the extent practicable.

ADDRESSES: Send comments in duplicate to the Dockets Unit, Room 8421, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Identify the docket and notice number stated in the heading of this notice. All comments and docketed material will be available for inspection and copying in room 8421 between 8:30 a.m. and 5 p.m. each business day.

FOR FURTHER INFORMATION CONTACT: Patrick J. Ramirez, (202) 366-9864, regarding the subject matter of this notice. Contact the Dockets Unit, (202) 366-5046, for docket material.

SUPPLEMENTARY INFORMATION:

Background on RAP

OPS prescribes and enforces the safety standards for the transportation of gases and hazardous liquids by pipeline and for liquified natural gas facilities. OPS frequently must allocate its resources to address safety actions identified by authorities outside of the agency, including Congress, the National Transportation Safety Board, and the General Accounting Office. OPS believes that pipeline safety resources can be most effectively utilized through analyzing and prioritizing of potential pipeline safety actions based on risk assessment.

The RAP process was developed following a thorough assessment of OPS operations conducted in 1991 and the adoption in 1992 of a set of goals necessary to enable OPS to respond most effectively to increasing pipeline safety concerns. RAP is being developed as a management process with which OPS may: identify pipeline safety and environmental protection issues; identify potential solutions for these issues; assess the relative impact of each solution on the likelihood or consequences of pipeline accidents;

estimate the cost to OPS and industry of each proposed solution; and allocate available OPS resources to the most cost-effective set of solutions.

It is likely that OPS will not have the resources necessary to implement, in the near term, all of the solutions proposed by industry, OPS and other stakeholders. However, the RAP process will help ensure that OPS can assign available resources to solutions that will produce the greatest reduction in pipeline risks and environmental risks.

Highlights of the RAP process

The RAP process will utilize basic risk-based prioritization and resource allocation models to help structure and focus OPS management decisions. In addition, the process will facilitate effective communication and interactions with OPS stakeholders through a common understanding of pipelines safety concerns.

The details of the RAP process are described in 58 FR 51402 dated October 1, 1993. The sequence of steps in the RAP process is as follows:

- a. Chart Pipeline Safety Subjects.
- b. Poll for Issues—**Federal Register** Notice dated Oct. 1, 1993.
- c. Insert Mandated Issues.
- d. Compile Issues List.
- e. Poll for Solutions—Current stage in the process.
- f. Insert Mandated Solutions.
- g. Compile Solutions List.
- h. Set Rating Criteria.
- i. Rate Each Solution.
- j. Estimate Economic Impact.
- k. Assemble Rated Priorities.
- l. Identify Mandates.
- m. Estimate Resource Availability.
- n. Assign Resources.
- o. Issue Action Plan.
- p. Monitor Performance.
- q. Maintain Data Base.
- r. Repeat Cycle.

Request for Information

The purpose of this notice is to solicit stakeholder participation in the second data gathering step of the RAP process by collecting solution statements associated with pipeline issues described in Section B of this notice. After OPS has received and consolidated the solutions, including solutions identified by OPS in connection with its ongoing risk determination efforts (e.g., accident investigations, special studies), OPS will hold a public meeting to ensure that interested stakeholders have a thorough understanding of the issues and solutions as well as the remainder of the RAP process.