

the Cedar River with Lake Washington at its present location. Formerly, the Cedar River drained via the Black River into Elliott Bay. The channel has been subject to infrequent dredging by the City of Renton for flood control over the subsequent years. The proposed action will provide a long-term modification to the channel to prevent sedimentation of the channel and provide increased flood conveyance.

### Alternatives

The Corps has identified four alternative courses of action for analysis:

(1) No action. Allow the river channel to continue to evolve as it has been with increased sedimentation from upstream sources.

(2) Construct a sediment retention trap and levees along the river banks from the Logan Street bridge to the river mouth.

(3) Construct a sediment retention trap and dredge the existing channel to a uniform slope from Logan Street to the mouth.

(4) Construct a sediment retention trap and widen the channel to 250 feet from Logan Street to the river mouth. Additionally, dredge the channel to create a uniform slope from Logan Street to the mouth.

Alternatives 2, 3, and 4 would need to have modifications made to the South Boeing bridge for increased flood conveyance. Also, alternatives 3 and 4 would need small levees placed at low points along the banks.

### Scoping and Public Involvement

Public involvement will be sought during scoping and preparation of the EIS in accordance with NEPA procedures. A public scoping process has been started to clarify issues of major concern, identify any information sources that might be available to analyze and evaluate impacts, and obtain public input on the range and acceptability of alternatives. This Notice of Intent formally commences the scoping process under NEPA. As part of the scoping process, all affected Federal, State and local agencies, Indian Tribes, and other interested private organizations, including environmental groups, are invited to comment on the scope of the EIS. Comments are requested concerning project alternatives, mitigation measures, probable significant environmental impacts, and permits or other approvals that may be required.

The following key areas have been identified to be analyzed in depth in the draft EIS:

(1) Flooding Characteristics

- (2) Channel Sedimentation Rates
- (3) Water Quality
- (4) Fisheries
- (5) Wildlife
- (6) Wetlands
- (7) Socioeconomic Resources

### Other Environmental Review and Coordination Requirements

All review and coordination requirements will be fulfilled via this NEPA process.

### Scoping Meeting

A scoping meeting will be scheduled for mid-June, 1995. Details of the meeting time and location will be announced in local media. Notices will be sent to all agencies, organizations and individuals on the EIS mailing list.

### Availability of Draft EIS

The Corps expects to complete the draft EIS by April, 1996.

Dated: May 15, 1995.

**Donald T. Wynn,**

*Colonel, Corps of Engineers, District Engineer.*

[FR Doc. 95-13377 Filed 5-31-95; 8:45 am]

BILLING CODE 3710-ER-M

### Notice of Availability

**SUMMARY:** This announces the notice of availability of the DEIS on the potential impact of the construction and operation of the proposed chemical agent demilitarization facility at Pine Bluff Arsenal, Arkansas. The proposed facility will be used to demilitarize all stockpiled chemical agents and munitions currently stored at Pine Bluff Arsenal. The DEIS examines the potential impacts of on-site incineration, alternative sites within Pine Bluff Arsenal and the "no action" alternative. The "no action" alternative is considered to be a deferral of the demilitarization with continued storage of agents and munitions at Pine Bluff Arsenal.

In its Record of Decision on February 26, 1988 (53 FR 5816, February 26, 1988) for the Final Programmatic Environmental Impact Statement on the Chemical Stockpile Disposal Program (CSDP), the Department of the Army selected on-site disposal by incineration at all eight chemical munition storage sites within the continental United States as the method by which it will destroy its lethal chemical stockpile. On March 29, 1989, the Department of the Army published a Notice of Intent in the **Federal Register** which provided notice that, pursuant to the National Environmental Policy Act and implementing regulations, it would prepare a draft site-specific EIS for the

Pine Bluff chemical munitions disposal facility. The Department of the Army prepared a DEIS to assess the site-specific health and environmental impacts of on-site incineration of chemical agents and munitions stored at the Pine Bluff Arsenal. Comments on the DEIS will be included in the FEIS and considered by the Army in its Record of Decision. The Army will meet with the public during the comment period to discuss the DEIS. Details of the meeting will be announced at a future date. The DEIS for Pine Bluff Arsenal is now available and comments may be delivered to the address below:

**ADDRESSES:** Director, U.S. Army Chemical Demilitarization and Remediation Activity, ATTN: AMSCB-RAE-E, Aberdeen Proving Ground, Maryland 21010-5401.

**FOR FURTHER INFORMATION CONTACT:** Above address, or Ms. Catherine Stalcup at (410) 671-3629/2583.

**Lewis D. Walker,**

*Deputy Assistant Secretary of the Army, (Environmental, Safety and Occupational Health) OASA (I, L&E).*

[FR Doc. 95-13358 Filed 5-31-95; 8:45 am]

BILLING CODE 3710-08-M

### MTMC's Re-engineering Personal Property Program Bulletin Board

**AGENCY:** Military Traffic Management Command (MTMC), DOD.

**ACTION:** Notice.

**SUMMARY:** Notice is given that effective April 28, 1995, MTMC will begin publishing a weekly update providing information and progress reports regarding the Department of Defense Personal Property Program on its EasyLink Bulletin Board.

**DATES:** This action is effectively immediately.

**ADDRESSES:** Mail comments to Headquarters, Military Traffic Management Command, ATTN: MTOP-QE, 5611 Columbia Pike, Falls Church, VA 22041-5050.

**FOR FURTHER INFORMATION CONTACT:** Joe DeLucia, MTOP-QE, (703) 756-1292.

**SUPPLEMENTARY INFORMATION:** MTMC is currently working an initiative to re-engineer the DOD Personal Property Program. one concept under consideration is competitively acquiring personal property services through the use of long-term, full service contracts under the Federal Acquisition Regulation. MTMC wishes to keep all interested parties informed as to the progress and scope of this effort by publishing a weekly update in its EASYLINK bulletin board. Types of

information addressed will include summaries of interested parties' concerns, suggestions, and positions as well as the DOD position when applicable. It will also include contemplated service requirements for inclusion in a solicitation, notifications and status reports, and other relevant information.

To subscribe to AT&T EasyLink services, carriers may contact AT&T EasyLink representative Lynn Phelps at 1-800-346-1557. Procedures to access the bulletin board system are as follows:

#### MTMC BBS Access

To access the MTMC BBS, a communication software is required. The software could be EasyLink's Office Access, Procomm Plus, or some other type of off the shelf communication software. Also required is an account on the EasyLink network.

#### Office Access Software

- At the Main Menu type *C* for the On-line Communication Menu
- At the On-line Communication Menu type *F* for FYI. The software will dial the network and exit into FYI.
- The network will ask for CATEGORY NAME, type *MTMC*. This will place you in the MTMC BBS.
- To maneuver within the BBS to ADCSOPS for Quality.
  - a. From the main menu TYPE *2* for the ADCSOPS for Quality.
  - b. TYPE *1* for the Re-Engineered Personal Property Program.
  - c. TYPE *1* for Contacts.
  - d. TYPE *2* for Information.

As information scrolls across the screen, the information is automatically downloaded to the hard drive on your computer.

- Press *END* key to disconnect from EasyLink.
- Press *ESC* key and return to the Main Menu.
- Type *I* to access the Inbound Journal.
- High light the message and Press *ENTER* to view the BBS categories that were scanned.

#### Procomm Plus Software

- At the Dialing Directory press *R* to Revise Entry. Type in the entry name.
- The remaining setup entries are as follows:
  - Number=1-800-325-4112 or 1-800-445-7523.
  - BAUD=2400.
  - PARITY=Even.
  - DATA BITS=7.
  - STOP BITS=1.
  - DUPLEX=HALF.
  - SCRIPT=BLANK.
  - PROTOCOL=ASCII.

- TERMINAL=ANSI.
- Press *ENTER* to dial the network.
- At the EASYLINK ID prompt type your *USERID AND PASSWORD*.
  - At the PTS prompt type *EXIT*. This will exit the EasyLink network and provide an EasyLink Service Menu.
  - Press *2* to select FYI.
  - Hold down the *ALT* key and press *F1* and type a log name. This will open the log and allow the capture of the BBS data as it is scanned.
  - The network will ask for CATEGORY NAME, type *MTMC*. This will place you in the MTMC BBS.
  - To maneuver within the BBS to ADCSOPS for Quality.
    - a. From the main menu TYPE *2* for the ADCSOPS for Quality.
    - b. TYPE *1* for the Re-Engineered Personal Property Program.
    - c. TYPE *1* for Contacts.
    - d. TYPE *2* for information.
  - The software will automatically capture the categories that are typed. After the category scan is completed, press *ALT* and the *H* keys to logoff.
  - Hold down the *ALT* key and press *F1* to close the log.
  - Hold down the *ALT* key and press *V*. Type the log name to view it. This will allow the captured BBS data to be viewed.

**Gregory D. Showalter,**

*Army Federal Register Liaison Officer.*

[FR Doc. 95-13289 Filed 5-31-95; 8:45 am]

BILLING CODE 3710-08-M

#### Department of the Navy

##### **Record of Decision for the Lease of Fleet and Industrial Supply Center Property to the Port of Oakland for Development of Intermodal Rail Facilities and Maritime Cargo-Related Tenant Uses at Oakland, CA**

Pursuant to section 102(2) of the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality Regulations on Implementing NEPA Procedures (40 CFR 1500-1508), the Department of the Navy announces its decision to implement the preferred alternative presented in the Final Environmental Impact Report/Environmental Impact Statement (FEIR/EIS) for the Lease of Fleet and Industrial Supply Center property to the Port of Oakland for development of intermodal rail facilities and maritime-related tenant uses at Oakland, California. This decision fulfills Navy responsibility in compliance with NEPA process. The Port of Oakland will make its decision in compliance with the California Environmental Quality Act (CEQA).

In response to 10 U.S.C. 2667 and Public Law 102-484 (Section 2834(b)) of the Fiscal Year 1993 Defense Authorization Act, as amended, the Navy is authorized to lease to the Port of Oakland, real property, together with improvements thereon, at the Fleet and Industrial Supply Center, Oakland (FISCO), Alameda County, California.

The action is granting of a lease of up to 220 acres of the FISC Oakland property to the Port of Oakland for expansion of their existing intermodal rail facilities and maritime-related tenant activities. In addition, the proposed development includes another 87 acres of the Port of Oakland's and Union Pacific Railroad's properties directly south of the Supply Center. The Port of Oakland proposes to establish maritime and transportation activities and to redevelop the site for port operations in support of the Oakland Harbor Area.

The 307 total acres have been divided into six areas for planning purposes. Development of Area A (83 acres of the Center) would include demolition of most of the existing facilities and construction of new intermodal railtracks and associated appurtenances, such as straddle carrier runways and container staging support areas. Development of Area B (40 acres of the Center) would include demolition of existing facilities and construction of new container transfer and storage areas and a transloading facility. The transloading facility would be a narrow, dock-high platform with rail tracks on one side and truck spaces on the other side. Development of Area C (67 acres of the Center) would include demolition of some existing facilities, construction of an entrance for the intermodal rail facility (including a gatehouse and maintenance and repair building) and maintenance of existing warehouses for continued warehousing and/or distribution uses. Development of Areas D and E (87 acres of Port and Union Pacific Railroad properties) would include demolition of existing facilities and construction of a new terminal expansion area to be used for development of Area F (20 to 30 acres of the Center) may be included in the lease, depending on the results of discussions between the Port of Oakland and the Center. If the agreement is reached, the additional area would be used for warehousing and/or distribution.

The alternatives, including the preferred alternative, may be categorized as four development alternatives and the "no action" alternative. The development alternatives vary from extensive