

DEPARTMENT OF DEFENSE**Department of the Army****Records of Decision on the Final Environmental Impact Statement (FEIS) on the Disposal and Reuse of the Savanna Army Depot Activity, Savanna, Illinois****AGENCY:** Department of the Army, DOD.**ACTION:** Notice of availability.

SUMMARY: The Department of the Army announced its Record of Decision (ROD) on the FEIS for the disposal and reuse of the 13,062 acres comprising the Savanna Army Depot Activity, Savanna, Illinois, in accordance with the Defense Base Closure and Realignment Act of 1990, Public Law 101-510, as amended.

Under the Act, the Secretary of the Army has been delegated the authority to dispose of excess real property and facilities located at a military installation being closed or realigned. The National Environmental Policy Act requires the Army to prepare its analysis of the environmental impacts of disposal. The EIS also analyzes the secondary environmental impacts of disposal—the reuse of the property. The ROD and the FEIS satisfy the requirements of NEPA.

The Army has selected the encumbered disposal alternative. Encumbered disposal requires the transfer of the property to others with use restrictions imposed by the Army. The ROD concludes that surplus property will be conveyed subject to restrictions, identified in the FEIS, that pertain to the following: unexploded ordnance, wetlands, historical resources, threatened and endangered species, utilities easements, easements and rights-of-way, access easements, reversionary interests, overflow easements, remedial activities, and lead-based paint. The Army will impose deed restrictions or other requirements to ensure safety and protection of human health and the environment.

The Army has taken all practicable measures to avoid or minimize adverse environmental impacts associated with its preferred alternative of encumbered property disposal. The Army will continue to work with individual future owners to avoid, reduce, or compensate for adverse impacts that might occur as a result of disposal. Mitigation measures for reuse activities are identified in the FEIS.

ADDRESSES: A copy of the ROD may be obtained by writing to Ms. Shirley Barnett, at the U.S. Army Materiel Command, ATTN: AMCSO, 5001 Eisenhower Avenue, Alexandria, VA

22333-0001 or by calling (703) 617-8172. Copies of the Final EIS may be obtained by writing to Mr. Glen Coffee at the Corps of Engineers, Mobile District, ATTN: CESAM-PD-E, 109 St. Joseph Street, Mobile, AL 36628-0001, or by facsimile at (334) 690-2721.

Dated: January 20, 1998.

Raymond J. Fatz,

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

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BILLING CODE 3710-08-M**DEPARTMENT OF DEFENSE****Department of the Army; Corps of Engineers****New York and New Jersey Harbor Navigation Feasibility Study****AGENCY:** Corps of Engineers, Army, DOD.**ACTION:** Notice and request for comments.

SUMMARY: The U.S. Army Corps of Engineers, New York District, seeks comments from interested individuals, groups, and businesses about the need for, and alternatives to, Federal participation in the deepening of navigation channels within the Port of New York and New Jersey. It will consider all comments in its formulation and selection of alternatives.

DATES: Comments must reach the New York District on or before 30 March 1998.

ADDRESSES: You may mail comments to the Study Manager, Flood Control & Navigation Section, Planning Division, New York District, U.S. Army Corps of Engineers, 26 Federal Plaza, New York, NY 10278-0090, or deliver them to Room 2151 at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal Holidays, or e-mail to thomas.shea@usace.army.mil. The telephone number is (212) 264-1060.

FOR FURTHER INFORMATION CONTACT: Thomas J. Shea III, Study Manager, Flood Control & Navigation Section, Planning Division, New York District, U.S. Army Corps of Engineers, (212) 264-1060. E-mail: thomas.shea@usace.army.mil.

SUPPLEMENTARY INFORMATION: This announces the initiation of a cost shared feasibility level study for determining whether Federal participation in navigation improvements in the Port of New York and New Jersey is justified.

The study is being conducted in partnership among the State of New York acting through the New York State Urban Development Corporation d/b/a Empire State Development Corporation, the State of New Jersey Department of Commerce and Economic Development (Maritime Resources), The Port Authority of New York and New Jersey and the U.S. Army Corps of Engineers, New York District. The study is authorized by Section 435 of the Water Resources Development Act of 1996 (WRDA 96).

Planning studies of water resource problems are conducted in two phases by the U.S. Army Corps of Engineers in its Civil Works role. The first phase is the reconnaissance study, accomplished entirely at Federal expense. The second phase is the feasibility study, which is cost shared equally between the Federal Government and one or more non-Federal sponsors.

The Section 905b, WRDA 86 Analysis Fact Sheet was completed in April, 1997. The purpose of this analysis is three-fold: (1) determine whether the Federal Government should participate in further studies of the water resource problems; (2) determine the scope, duration and cost of any further studies; (3) identify one or more non-Federal sponsors willing to cost-share the studies. The analysis found that there should be sufficient economic benefits to justify deepening selected channels within the Port to 50 feet or more below mean low water and identified the non-Federal sponsors mentioned above for the feasibility study.

The feasibility phase will perform, in more detail, the engineering, economic and environmental evaluations necessary to identify the optimum channel depths to meet the existing and future needs of the Port of New York and New Jersey, with an emphasis on container and crude petroleum traffic. At its completion, a "Feasibility Report" containing a recommendation for construction, if justified and supported by a non-Federal sponsor, will be released. The report, including the necessary environmental documentation, will be submitted to the United States Congress for project authorization.

The Port of New York and New Jersey is the largest port on the East Coast, providing more than 166,000 port-related jobs, \$20 billion in economic activity, and serving more than 17 million consumers in the states of New York and New Jersey. Through its intermodal links, the Port provides second day access to another 80 million consumers in the northeast and mid-western states. In 1995, the Port