

crane at the offshore facility and that the Respondent improperly disposed of the recovered oil and oil contaminated materials.

The Coast Guard further alleges that D-O-R failed to immediately notify the National Response Center for the three oil spills that occurred over the period starting on or about 10 June, 1999 and continued to and including June 12, 1999.

The Coast Guard filed the complaint on October 4, 1999 at New Orleans, LA.

The Respondent is D-O-R Production Management, LLC. 106 Oil Center Drive, Suite 214, Post Office Drawer 53829, Lafayette, LA 70505.

The Coast Guard seeks a civil penalty of \$88,000.

Dated: October 20, 1999.

George J. Jordan,

Director of Judicial Administration, Office of the Chief Administrative Law Judge, United States Coast Guard.

[FR Doc. 99-27935 Filed 10-25-99; 8:45 am]

BILLING CODE 4910-15-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1994 (44 U.S.C. 3501 *et seq.*), this notice announces that the information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of currently approved collections. The ICR describe the nature of the information collection and its expected burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 1, 1999, [FR 64, pages 29404-29405].

DATES: Comments must be submitted on or before November 26, 1999 A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Aviation Medical Examiner Program.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0604.

Form(s): FAA Form 8520-2.

Affected: Estimated 450 Physicians.

Abstract: The collection of information is currently accomplished by use of the FAA form 8520-2, Aviation Medical Examiner Designation Application. The collection is for the purpose of obtaining essential information concerning the applicant's professional and personal qualifications to be an aviation medical examiner.

Estimated Annual Burden Hours: 225 burden hours annually.

ADDRESSE: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FAA Desk Officer.

Comments Are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on October 19, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-27827 Filed 10-25-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Meeting

The Federal Aviation Administration (FAA) Satellite Operational Implementation Team (SOIT) hosted forum on the capabilities of the Global Positioning System (GPS)/Wide Area Augmentation System (WAAS) and Local Area Augmentation System (LAAS).

AGENCY: Federal Aviation Administration.

ACTION: Notice of meeting.

Name: FAA SOIT Forum on GPS/WAAS/LAAS Capabilities.

Time and Date: 9:00 a.m.-5:00 p.m., November 15-16, 1999.

Place: The Holiday Inn Fair Oaks Hotel, 11787 Lee Jackson Memorial Highway, Fairfax, Virginia 22033.

Status: Open to the aviation industry with attendance limited to space available.

Purpose: The FAA SOIT will be hosting a public forum to discuss the FAA's GPS approvals and WAAS/LAAS operational implementation plans. This meeting will be held in conjunction with a regularly scheduled meeting of the FAA SOIT and in response to aviation industry requests to the FAA Administrator. Formal presentations by the FAA will be followed by a question and answer session. Those planning to attend are invited to submit proposed discussion topics.

Registration: Participants are requested to register their intent to attend this meeting by October 29, 1999. Names, affiliations, telephone and facsimile numbers should be sent to the point of contact listed below.

Point of Contact: Registration and submission of suggested discussion topics may be made to Mr. Steven Albers, phone (202) 267-7301, fax (202) 267-5086, or email at steven.CTR.albers@faa.gov.

Issued in Washington, DC on September 13, 1999.

Hank Cabler,

SOIT Co-Chairman.

[FR Doc. 99-27929 Filed 10-25-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement for the BART-Oakland Airport Connector in Oakland, California

AGENCY: Federal Transit Administration, U.S. Department of Transportation.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the San Francisco Bay Area Rapid Transit District (BART) intend to prepare an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA) and an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for a proposed BART-Oakland Airport Connector (OAC). The transportation improvements are being defined in conjunction with a Major Investment Study (MIS), which will include the NEPA/CEQA scoping process and the selection of alternatives to be addressed in the joint environmental document. The EIS/EIR will evaluate a no build alternative, a quality bus alternative,

and various automated guideway transit technologies, as well as other options that surface during the scoping process. Based on the presentation of the proposed action, project alternatives, and breadth of the environmental analysis described below, please let us know of your agency's views regarding the scope and content of the EIS/EIR. Your thoughts can be offered at the scoping meeting or sent in written form to the contact person identified below.

DATES: *Comment Due Date:* Written comments regarding the scope of alternatives and impacts to be considered should be sent to BART by December 6, 1999. *Scoping Meeting:* A public scoping meeting is scheduled for Thursday, November 4, 1999 at 7:00 p.m. at the East Oakland Multipurpose Senior Center. See **ADDRESSES** below.

ADDRESSES: *Written comments* on project scope should be sent to Mr. Jerry Goldberg, San Francisco Bay Area Rapid Transit District, PO Box 12688, Oakland, CA 94604-2688, Mail Stop 1KB6. The *scoping meeting* will be held at: East Oakland Multipurpose Senior Center, 9255 Edes Avenue, Oakland, CA, (Located at the corner of Edes & Jones Avenue). BART Coliseum Station to AC Transit Bus Route 45.

FOR FURTHER INFORMATION CONTACT: Ms. Donna Turchie, Federal Transit Administration, Region 9, (415) 744-3115.

SUPPLEMENTARY INFORMATION:

I. Scoping

FTA and BART 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 environmental issues related to the alternatives. The meeting is also being advertised in The Oakland Tribune and the San Francisco Chronicle, East Bay Edition. An information packet describing the purpose of the project, the proposed alternatives, the impact areas to be evaluated, the citizen involvement program, and the preliminary project schedule will be made available at the scoping meeting. Others may request the scoping materials by contacting Mr. Jerry Goldberg at BART at (510) 464-6427. People with special needs should call BART at (510) 464-6300. The building used for the scoping meeting is accessible to persons with disabilities.

During scoping, comments should focus on identifying specific environmental impacts to be evaluated and suggesting alternatives that are less environmentally damaging, which achieve similar objectives. Comments

should focus on the issues and alternatives for analysis, and not on a preference for a particular alternative. Individual preference for a particular alternative should be communicated during the comment period for the Draft EIS/EIR. If you wish to be placed on the mailing list to receive further information as the project continues, contact Mr. Jerry Goldberg at BART as previously described.

II. Description of Study Area and Project Need

Since the early 1970s, the concept of an improved transit linkage between the Metropolitan Oakland International Airport and BART has been explored, and various feasibility, engineering, and environmental studies have been undertaken. The major expansion program currently underway at the Metropolitan Oakland International Airport signals a substantial increase in travel by air passengers arriving and leaving the airport, as well as growth in the commute pattern of employees at the airport. As one of the three primary airports serving the San Francisco Bay Area, air traffic at the Metropolitan Oakland International Airport is projected to increase to serve more of the region's air passengers and air cargo. While the major improvement and construction program at the Metropolitan Oakland International Airport bears witness to the ever-growing demand to move passengers, goods, and service through this gateway, the ability to get to the airport via the automobile, airport shuttles, taxis, and vans has become ever more challenging and likely to encounter delays. Programmed improvements to enhance the regional freeways do not appear to be sufficient to accommodate expected growth and eliminate congestion.

Air passengers and employees who take transit to the airport either ride BART to the Oakland Coliseum station and transfer to the AirBART bus shuttle, or they ride AC Transit (local Route 58). However, even with programmed improvements to remedy local congestion and increase capacity on the local roadways, the growth at the airport is expected to create periods of congestion and delay. As a result, the minimum running time of 12 to 15 minutes on AirBART between the Oakland Coliseum Station and the airport often exceeds 20 minutes and is projected to lengthen and, more significantly for air passengers, is likely to become more unpredictable.

Because of foreseeable growth in airport use, local roadway congestion and delay, the demand for transit alternatives is expected to rise. To

maintain the capacity, convenience, and reliability of transit services, the Proposed Action would be intended to improve access to the airport using direct, coordinated connections from the existing BART system. By reducing projected vehicle trips, the action would help alleviate regional roadway congestion and benefit local and regional air quality. The action would also be intended to improve the convenience and reliability of taking BART to the Metropolitan Oakland International Airport.

In light of the purpose of the project and the regional and local need for an improved transit connection, the following preliminary objectives are identified for the OAC:

- Provide reliable, scheduled service between the BART system and the Metropolitan Oakland International Airport.
- Offer operational flexibility to reduce headways during periods of increased travel demand between the BART system and the Metropolitan Oakland International Airport.
- Offer a competitive alternative travel mode to those who drive to the Metropolitan Oakland International Airport by providing predictable connections and travel time savings.
- Provide a convenient, safe, and comfortable connection between the BART system and the Metropolitan Oakland International Airport.
- Increase BART's systemwide ridership.
- Design a cost-efficient system, recognizing BART's budget constraints and available funding.

A "seamless" transit connection between the airport and the BART regional rail transit system would enable both air passengers and employees to access the airport without relying on an increasingly congested regional and local road network. To meet the above objectives, BART is currently examining the desirability of linking the 95-mile, four-County rapid rail network with the airport via an automated transit system that would operate on its own fixed guideway, and to which intermediate stops could be added in the future.

The OAC would travel a length of approximately 3 miles, with termini at the BART Oakland Coliseum Station and the new main terminal at the Metropolitan Oakland International Airport. Transit vehicles would operate along a guideway that would be separated from street traffic—a separation that would allow reliable service and a travel time of less than 6 minutes from one terminus to the other. In the year of opening (currently

proposed to be 2004), the OAC would be projected to carry about 1 million passengers. By the year 2010, annual passengers could grow to about 3 million.

III. Alternatives

Specific alternatives to the Proposed Action are expected to evolve during the environmental review process and in response to the public scoping process. At this juncture, project alternatives expected to be evaluated in the EIS/EIR include:

- A No Build, or No Project, Alternative that considers the consequences of not improving transit services between BART and the Metropolitan Oakland International Airport. This alternative would involve continuation of the existing AirBART shuttle between the BART Oakland Coliseum Station and the Metropolitan Oakland International Airport.

- A "Quality Bus" Alternative that considers technical and operational transit improvements using buses. The system is called a "quality bus" alternative, in part, because it seeks to emulate the service levels provided by a fixed guideway rail system. Amenities would be provided at stations, and portions of the route could be constructed with exclusive transit lanes or other transit preferential treatments in order to bypass areas of localized traffic congestion.

- An Automated Guideway Transit Alternative (AGT) that would operate on its own exclusive guideway. The system would be fully automated, with a transfer station providing direct connection to the BART system at one end and a station at the Metropolitan Oakland International Airport at the other end. A specific technology has not been selected for evaluation in this EIS/EIR. A specific technology would be selected for implementation only if the proposed AGT project is approved after completion of the environmental evaluation. The term "Automated Guideway Transit" encompasses a group of technologies that provide medium capacity transit service on an exclusive guideway. Examples of Automated Guideway Transit systems include people movers, shuttle transit, and advanced light rail transit.

IV. Probable Effects

The purpose of the EIS/EIR is to fully disclose the social, economic, and environmental consequences of building and operating the OAC in advance of any decisions to make substantial financial or other commitments to its implementation. The EIS/EIR will explore the extent to which the project

alternatives result in potentially significant social, economic, and environmental effects and identify appropriate actions to reduce or eliminate these impacts. Issues that will be investigated in the EIS/EIR include transportation, traffic, and circulation effects; land use compatibility and consistency with locally adopted plans; potential effects on local businesses and employment; disturbance to sensitive visual and cultural resources; geologic and hydrology effects; potential disturbance to sensitive wildlife and vegetation species and habitats; air and noise emissions from project-related construction and operation; public health and safety concerns related to exposure to hazardous materials; community service and utility demand; direct or indirect effects to public parklands, significant historic resources, or wildlife refuges; and environmental justice concerns from any disproportionate impacts of the project alternatives on low-income or ethnic minority neighborhoods.

V. FTA Procedures

The Draft EIS/EIR for the BART-Oakland Airport Connector will be prepared in conjunction with a Major Investment Study. After its publication, in accordance with the Federal Transit Act, as amended, and FTA policy, the Draft EIS/EIR will be available for review and comment by interested public members and local, state, and federal agencies, and a public hearing will be held. Based on the Draft EIS/EIR and comments received, BART will identify a locally preferred alternative for further assessment in the Final EIS/EIR. FTA and BART must approve the Final EIS/EIR prior to making any decisions regarding the project.

Issued on: October 19, 1999.

Leslie T. Rogers,

Regional Administrator.

[FR Doc. 99-27832 Filed 10-25-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-99-6157; Notice 2]

Pipeline Safety: OPS Response Plan Review and Exercise Programs

AGENCY: Office of Pipeline Safety, DOT.

ACTION: Notice of Finding of No Significant Impact (FONSI).

SUMMARY: Pursuant to Council on Environmental Quality regulations and Department of Transportation policy,

the Research and Special Programs Administration (RSPA) has made a finding that the Office of Pipeline Safety's (OPS) Response Plan Review and Exercise Program will have no significant impacts on the environment.

EFFECTIVE DATE: This finding of no significant impact is effective October 26, 1999.

FOR FURTHER INFORMATION CONTACT: Jim Taylor, OPS, (202) 366-8860, regarding the subject matter of this notice. Contact the Dockets Unit, (202) 366-5046, for docket material. Comments may also be reviewed online at the DOT Docket Management System website at <http://dms.dot.gov/>.

SUPPLEMENTARY INFORMATION: In 1990, the United States Congress passed the Oil Pollution Act of 1990 (OPA) (33 U.S.C. 2701 *et seq.*), to improve the nation's ability to respond to and limit the economic and environmental impact from, marine spills of oil and other pollutants. Section 4202 of the OPA modifies the planning and response system created under the authority of Section 311(j) of the Federal Water Pollution Control Act (also known as the Clean Water Act). OPA required response plans for vessels and facilities that produce, store, transport, refine, and market oil.

Just as oil tankers are required to submit oil spill response plans to the Coast Guard and refineries are required to submit such plans to the Environmental Protection Agency (EPA), oil pipelines are required to submit their facility response plans to OPS for review and approval. To date, more than 1300 facility response plans have been submitted to OPS. They represent some 200 oil pipeline operators, and lines that vary in size from 3-inch gathering systems to 36-inch product lines to the 48-inch Trans-Alaska Pipeline System. OPS conducts a thorough review of the plans, with particular emphasis on the adequacy of the pipeline operator's response resources, incident command system, and ability to protect environmentally sensitive areas from harm. OPS also makes sure that the plans are consistent with both the National Contingency Plan and the local Area Contingency Plan, which are developed by Coast Guard and EPA.

In addition to reviewing operators' plans, OPS conducts exercises to test pipeline operators' ability to implement their facility response plans. To date, OPS has conducted sixty-nine Tabletop Exercises, scenario-driven discussions in which operators explain how they would implement their plans to respond to a worst-case spill. OPS has also