

Notices in area newspapers.

Additionally, copies of the DEIS will be placed in community public libraries and the Camp Atterbury Headquarters Building. Copies will also be sent to Federal, state, regional and local agencies and interested organizations. Please address written comments to Mr. Wayne Tolbert, 800 Oak Ridge Turnpike, P.O. Box 2502, Oak Ridge, TN 37831.

FOR FURTHER INFORMATION CONTACT: Lieutenant Colonel Jack Fowler, EIS Project Officer, Indiana National Guard, Camp Atterbury National Guard Training Site, Edinburgh, IN 46124; telephone (812) 526-1169. Copies of the DEIS may be requested by contacting Mr. Wayne Tolbert at (423) 481-9703.

Dated: March 25, 1997.

Raymond J. Fatz,

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

[FR Doc. 97-8054 Filed 3-28-97; 8:45 am]

BILLING CODE 3710-08-M

FY96-97 Climate Change Fuel Cell Program Environmental Assessment

AGENCY: U.S. Army Armament Research Development & Engineering Center (ARDEC).

ACTION: Notice of availability (request for comments).

SUMMARY: An Environmental Assessment (EA) has been prepared to discuss the significant impacts of the FY96-97 Congressional Climate Change Fuel Cell Program. ARDEC was selected by the Deputy Under Secretary of Defense for Environmental Security to manage this FY96-97 Climate Change Fuel Cell Program. ARDEC is publishing the EA for review and comment. Copies of the EA are available by contacting Mr. Robert Scola at the address listed below. Under this Program, Fuel Cells are to be located throughout the United States including selected Department of Defense (DOD) installations, both CONUS or OCONUS. A DOD installation is to form a partnership with a private party and submit an application for a rebate for their cell purchase. The selection of the installations is to be completed by a selection board which will consider the attributes of each installation's application and the benefits which a Fuel Cell will provide. The actual selection of the DOD installations will be completed in the future and therefore are unknown as of the time of the EA preparation.

DATES: Comments must be received on the EA no later than April 30, 1997.

ADDRESSES: Comments may be mailed to U.S. Army, Armament Research Development & Engineering Center, Industrial Ecology Center, AMSTA-AR-ET (ATTN: Mr. Garry O. Kosteck P.E.), Building 172, Picatinny Arsenal, NJ 07806-5000.

FOR FURTHER INFORMATION CONTACT: Mr. Daniel Tolliver at (201) 724-4084 or Mr. Robert Zanolowicz at (201) 724-5744.

SUPPLEMENTARY INFORMATION:

Introduction

Currently, the only commercial available fuel cell is a Phosphoric Acid Fuel Cell (PAFC) and it is most likely that this unit is to be installed at all the selected DOD installations. As of the date of this document's preparation, over 70 PAFCs have been installed and are operating throughout the world.

Background

Since the selected DOD installations will most likely choose the same PAFC, it has been decided to prepare a programmatic EA rather than individual ones for each installation to discuss the similar issues of installing and operating a Fuel Cell. The Council of Environmental Quality's regulations(s) permit environmental documentation to be written in a non-specific manner when the action is essentially the same but at different locations. This is the situation here and this EA is being prepared to allow it to be "tiered" to local conditions. Selected installations shall be required to incorporate the material of this document for any local environmental documentation to eliminate any repetitious issues and to focus upon local issues not discussed herein. The selected DOD installations shall be required to submit a certification letter indicating that local environmental issues such as historical buildings, wetlands, etc. have been identified, reviewed and mitigated where necessary.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 97-8019 Filed 3-28-97; 8:45 am]

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Program for Qualifying Department of Defense Ground Passenger Carriers

AGENCY: Military Traffic Management Command.

ACTION: Notice (request for comments).

SUMMARY: The Military Bus Agreement (MBA) Program is being amended to improve the standards for qualifying carriers transporting Department of Defense (DOD) passengers by bus, van and limousine service. The

improvements are prepared under a new basic Agreement. The changes affect all current and future ground passenger carriers transporting for the DOD. A copy of the Agreement between the Military Traffic Management Command (MTMC) and ground passenger carriers is available upon request.

DATES: Comments must be submitted on or before May 30, 1997.

ADDRESSES: Request a copy of the Agreement or mail comments to: Headquarters, Military Traffic Management Command, ATTN: MTOP-QQ, Room 630, 5611 Columbia Pike, Falls Church, VA 22041-5050.

FOR FURTHER INFORMATION CONTACT: Leesha Saunders, MTOP-QQ, telephone (703) 681-6393.

SUPPLEMENTARY INFORMATION: MTMC is the agency established within the DOD for the procurement of land transportation from commercial carriers for DOD passengers, their families and impedimenta, in domestic movements procured by the MTMC and DOD Transportation Offices. The MBA is the standards of service carriers must comply with for MTMC approval, including Federal Motor Carrier Safety Regulations, MTMC and joint service command passenger requirements. In light of current deregulation and changing federal regulations, MTMC is modifying passenger policies in order to improve the current qualification program. Under the new Agreement carriers must show compliance with federal, state and DOD passenger safety requirements. All bus, van and limousine carriers currently approved by MTMC will be required to re-sign the new MBA and provide proof of insurance, company drug testing, financial and additional information newly essential under the amended Agreement.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 97-8018 Filed 3-28-97; 8:45 am]

BILLING CODE 3710-08-M

Corps of Engineers

Environmental Impact Statement, Black Hawk, Colorado

AGENCY: U.S. Army Corps of Engineers, DoD.

ACTION: Cancellation of Notice of Intent to prepare an Environmental Impact Statement.

SUMMARY: The Corps is issuing this notice to inform the public that an Environmental Impact Statement (EIS) will not be prepared for the proposed

water supply project in Black Hawk, Colorado. A Notice of Intent to Prepare an EIS was published in the **Federal Register** on December 28, 1994.

Recently the City has proposed to pursue an alternative that will allow them to develop a new water supply system that does not require a Federal permit. Therefore, an EIS is not required.

FOR FURTHER INFORMATION CONTACT:

Questions about the cancellation of the EIS should be directed to: Ms. Candace Thomas, Chief, Environmental Analysis Branch, Planning Division, U.S. Army Corps of Engineers, 215 North 17th Street, Omaha, Nebraska 68102-4978; phone (402) 221-4598; fax (402) 221-4886.

SUPPLEMENTARY INFORMATION: Since the implementation of Limited Stakes Gaming in November 1990, the City of Black Hawk has experienced substantial growth and increased demands for water. The limited amount of water available at the existing diversion points and in North Clear Creek is a major constraint to projected growth. The City notified the Corps that it intended to apply for a Section 404 permit for construction of a new water supply system in waters of the United States. The requirement for a Corps 404 permit triggered compliance with the National Environmental Policy Act (NEPA). NEPA requires that whenever a major Federal action would result in significant impacts to the human environment that an EIS be prepared. A Draft EIS was in the process of being prepared by the Corps. During the NEPA process several alternatives were evaluated. Recently the City has discovered an alternative that will allow them to develop a new water supply system that does not require a Section 404 permit. Because the 404 process was the only Federal nexus, there is now no requirement for NEPA compliance. Therefore, the EIS process has been terminated. The current plan involves the withdrawal of water from Clear Creek at the Hidden Valley exit on Interstate 70 east of Idaho Springs, Colorado. An infiltration gallery, pump station, and pipeline can be constructed without a permit from the Corps.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 97-8020 Filed 3-28-97; 8:45 am]

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket Nos. CP97-300-000, CP97-301-000, and CP97-302-000]

Dauphin Island Gathering Partners; Notice of Application

March 25, 1997.

Take notice that on March 21, 1997, Dauphin Island Gathering Partners (Dauphin Island), c/o OEDC, Inc. 1400 Woodloch Forest Drive, Suite 200, The Woodlands, Texas 77380, filed in Docket Nos. CP97-300-000 an application, pursuant to Section 7(c) of the Natural Gas Act and Section 157 of the Commission's Regulations, for a certificate of public convenience and necessity to (1) construct and operate an offshore 24-inch, 63-mile natural gas pipeline and related facilities extending from the existing Dauphin Island gathering system at Alabama State Tract 73 to Main Pass Gas Gathering System at Main Pass Block 225 and (2) to operate as a jurisdictional facility on a temporary basis, with pregranted abandonment, an existing pipeline facility required to transport the gas onshore. Dauphin Island also filed in Docket No. CP97-301-000 for blanket authority pursuant to Part 284 of the Commission's Regulations to transport gas on an open-access basis and for approval of its *pro forma* tariff, including the proposal to charge negotiated rates. Also, Dauphin Island also requests in Docket No. CP97-302-000 a blanket certificate pursuant to Section 157, Subpart F of the Commission's Regulations to engage in certain routine activities. Finally, Dauphin Island requests that the Commission confirm that issuance of the requested authorizations and services will not subject the existing facilities of Dauphin Island to the Commission's jurisdiction,¹ all as more fully set forth in the applications, which are on file with the Commission and open for public inspection.

Dauphin Island indicates that the maximum capacity of the proposed facilities will be 200,000 dt equivalent on natural gas per day. It is noted that the proposed facilities will parallel the western leg of the existing Dauphin

Island gathering system for approximately 30 miles. It is stated that the proposed facilities will gather gas along its length from production already discovered but not currently developed and from exploratory efforts in the area. Dauphin Island notes that the facilities are designed to gather gas that currently cannot be produced due to capacity constraints downstream of the Main Pass system and significant newly discovered production which can be attached to the Main Pass system. Dauphin Island states that it intends to construct in the future a second phase of the project, which would include 13 miles of 24-inch pipeline extending from the northern terminus of the proposed facilities onshore. It is indicated that Dauphin Island is not applying for authority to construct and operate the facilities at this time, but intends to file within the next 12 months when it has sufficient time to complete the requisite environmental studies, obtained commitments from producers in the area, and arranged to purchase pipe.

Because Dauphin Island is not ready to build the second phase of its project, Dauphin Island requests a limited term certificate with pregranted abandonment to use a portion of its existing gathering system which extends downstream from Alabama State Tract 73 for interstate transmission of up to 200,000 dt equivalent of natural gas per day to onshore interconnections for a period of up to twelve months after the proposed facilities are placed in service.

Dauphin Island estimates a construction cost of the proposed facilities of \$54,116,620, which would be financed from cash on hand from the various partners of Dauphin Island.

Dauphin Island requests that it be issued a blanket certificate pursuant to Section 284.221 of the Commission's Regulations. Dauphin Island proposes to provide transportation service under three firm rate schedules, including (1) FT-1 firm service, (2) FT-2 firm service available to shippers who commit all of the gas from specified OCS or state blocks and (3) FT-3 firm service representing overflow volumes from the Main Pass System, and IT-1 interruptible service.

Dauphin Island requests authorization to permit it to charge negotiated rates. It is indicated that in the Statement of Policy on Alternatives to Traditional Cost-of-Service Ratemaking for Natural Gas Pipelines, 74 FERC ¶ 61,076 (1996), the Commission stated that negotiated rates would be approved in certain circumstances, and that Dauphin Island meets those circumstances. Dauphin Island states in its tariff the charges

¹ Dauphin Island previously filed in Docket No. CP97-119-000 a petition seeking that the Commission declare that its proposed facilities are gathering facilities exempt from Commission jurisdiction pursuant to Section 1(b) of the Natural Gas Act. Dauphin Island seeks the requested authorization only if the Commission finds that any of the requested facilities are subject to the Commission's jurisdiction.