

government. As is the case for those employees, the costs are borne by the beneficiary who pays the entire premium charge. Additionally, the Department of Defense is permitted to charge up to an additional ten percent of the premium to cover administrative expenses. The referenced final rule indicated that the Department would annually review the premium rates and adjust these rates as necessary.

The CHCBP became effective October 1, 1994. Premiums for the CHCBP are determined by enrollment category. The CHCBP features two enrollment categories, which are individual and family. Initial quarterly premium rates were established at Individual—\$410; and Family \$891.

Initial CHCBP rates were based on the 1994 Mail Handlers Standard rates. The Office of Personnel Management (OPM) quarterly premium rates for Mail Handlers Standard increased in 1996 and \$622 and \$1,390 for Family coverage. However, the Department elected not to increase initial CHCBP fiscal year 1995 premium rates for fiscal year 1996 to allow for a full year of operational data to be collected to enable a thorough utilization review to be conducted. Operational experience during fiscal years 1995 and 1996 revealed that the initial premiums have not been sufficient to cover expenses incurred in paying CHCBP claims. As such, the Department has had to supplement premium funds with Defense Health Program funding to cover CHCBP expenses in fiscal year 1995 and 1996. Therefore, the Department proposes to raise the premiums for the CHCBP in fiscal year 1997 to the Blue Cross/Blue Shield—High Option Level (maximum level allowable under enacting legislation) to keep pace with the costs incurred and to reflect the similar increase in FEHBP plans.

Dated: February 5, 1997.

L.M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

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Corps of Engineers; Department of the Army

Intent To Prepare a Draft Environmental Impact Statement (DEIS) for Long-Term Dredged Material Management at Grand Haven Harbor, Michigan

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

ACTION: Notice of Intent.

SUMMARY: The U.S. Army Corps of Engineers, Detroit District, is evaluating the environmental impacts of long-term dredged material management alternatives for Grand Haven Harbor, Michigan. The Federal navigation project at Grand Haven includes an entrance protected by parallel piers and revetments at the mouth of the Grand River, a deep draft channel extending upstream to Spring Lake, a deep-draft turning basin, and a shallow-draft river channel extending 14.5 miles further upstream. A study has been undertaken to identify a suitable disposal plan for dredged material to be removed over the next 20 years, to maintain the deep-draft channel. The deep-draft portion of the project consists of approximately 2½ miles of channel, 300 feet wide, with depths varying from 23 feet at the entrance to 21 feet in the remainder of the channel. Shoaled material dredged from the outer harbor portion of the navigation channel (Harbor entrance), consisting primarily of sand, has routinely been placed along adjacent shoreline reaches. Silty sand dredged from the inner deep-draft harbor was placed at the Harbor Island Disposal Facility which is now filled. A Long-Term Dredged Material Management Plan is being developed for the harbor, a Draft Environmental Impact Statement (EIS) is being prepared to evaluate dredged material disposal alternatives proposed as part of this plan. Disposal alternatives under consideration include open-water placement, upland placement, and beneficial use of the material. The no Federal action alternative, which would allow the navigation channel to shoal in, will also be evaluated.

FOR FURTHER INFORMATION CONTACT:

Questions about the proposed EIS and dredged material management plan development can be directed to Mr. Les E. Weigum, Chief, Environmental Analysis Branch; Engineering & Planning Division; U.S. Army Engineer District, Detroit; P.O. Box 1027; Detroit, Michigan 48231-1027. Telephone: 313-226-6752.

SUPPLEMENTARY INFORMATION: Grand Haven Harbor is located at the mouth of the Grand River, on the eastern shore of Lake Michigan, in Ottawa County, Michigan, approximately 30 miles northwest of Grand Rapids. The tri-cities of Grand Haven, Spring Lake and Ferrysburg cluster around the mouth of the Grand River. Project authority for Grand Haven Harbors is from the River and Harbor Act of 1866 and subsequent acts.

Dredged material management for Grand Haven Harbor historically has consisted of two strategies: The outer harbor material, which is primarily sand, has been used to nourish adjacent eroding beaches. Maintenance dredging of this outer harbor, which includes the entrance canal from Lake Michigan through the breakwaters, is projected to require management of 600,000 cubic yards of dredged material over the next 20 years. It is proposed that this material continue to be beneficially used for nourishment of eroding beaches in the harbor vicinity.

The inner harbor material, which is sand with some silt, has historically been placed at the Harbor Island disposal facility located adjacent to the Harbor. Operation practices extended the life of the Harbor Island facility but the facility is not at maximum capacity and is being developed for recreational use. Maintenance dredging of this inner harbor portion is projected to require management of 400,000 cubic yards of dredged material over the next 20 years.

The U.S. Army Corps of Engineers, Detroit District, is currently evaluating the environmental impacts of long-term dredged material management alternatives for dredged material from the harbor. An Environmental Impact Statement will be prepared as a component of a 20-year Dredged Material Management Plan being developed for Grand Haven Harbor.

Management alternatives for material removed from the inner harbor to be evaluated in the EIS include: placement in open water of Lake Michigan, upland placement, and beneficial use of material. The no Federal action alternative will also be considered. The final 20-year management plan for dredged material may consist of a combination of alternatives and beneficial use applications.

The site identified for open water placement of material from the inner harbor is located approximately one mile off shore. The site is an area of Lake Michigan bottomland, approximately ½-mile by ½-mile, located about ¾ miles southwest, @ 225° azimuth from the harbor south pier light. The site has sufficient water depth to prevent significant disturbance of the dredged material by wind and storm induced wave action in the lake. Dredged material would be transported directly from the dredging operation to the open water site by floating plant, hydraulic pipeline, or other similar methods. The suitability of the dredged material for open-water placement has been determined in accordance with the Great Lakes Dredged Material Testing and Evaluation Manual (U.S.

Environmental Protection Agency and U.S. Army Corps of Engineers 1995), which presents testing and evaluation guidance for proposed discharges of dredged material into the waters of the United States within the Great Lakes Basin.

Specific upland disposal sites have not yet been identified for material placement but would include at least one upland disposal site within close vicinity to the channel, as well as upland areas to be used for off loading or dewatering facilities, for temporary placement of material for re-use scenarios.

Beneficial use applications to be explored include, the reconstruction of an eroded island in the Grand River, use of the material for cover or as needed in a landfill operation, use of material in composting/soil mixing, for construction fill, and other land applications.

The final 20 year Dredged Material Management Plan for removal of dredged material from Grand Haven Harbor will include the continued practice of placement of material from the outer harbor to nourish eroding nearby beaches. The plan for 400,000 cubic yards of material to be removed over 20 years from the inner harbor is likely to include a combination of dredged material disposal alternatives. These disposal alternatives will be dependent on a number of factors including, the suitability of the material, the re-use market, economics, and overall environmental acceptability.

Significant issues to be analyzed in the EIS include potential impacts on wetlands, water quality, fish and wildlife habitat, and cultural resources. Social impacts, including impacts upon recreation, aesthetics, and the local economy, will also be considered.

The proposed dredged material management plan alternatives will be reviewed for compliance with the Fish and Wildlife Act of 1956; the Fish and Wildlife Coordination Act of 1958; the National Historic Preservation Act of 1966; the National Environmental Policy Act (NEPA) of 1969; the Clean Air Act of 1970; the Coastal Zone Management Act of 1972; the Endangered Species Act of 1973; the Water Resources Development Act of 1976; the Clean Water Act of 1977; Executive Order 11593, Protection and Enhancement of the Cultural Environment, May 1971; Executive Order 11988, Flood Plain Management, May 1977; Executive Order 11990, Wetland Protection, May 1977; and Corps of Engineers, Dept. of the Army, 33 CFR Part 230, Environmental

Quality: Policy and Procedure for Implementing NEPA.

The proposed dredged material management plan will be coordinated with the U.S. Fish and Wildlife Service, the U.S. Environmental Protection Agency, the Michigan Department of Environmental Quality, the Michigan Department of Natural Resources, Michigan State Historic Preservation Office, local and regional Indian tribes, as well as other interested individuals and organizations.

All are invited to participate in the proposed project scoping and review, including Federal, State, and local agencies, Indian tribes, organizations and individuals. Questions, concerns, and comments may be directed to the address given above. It is anticipated that the Draft Environmental Impact Statement would be made available in late 1998 for a 45-day public review period. If necessary, a public meeting would be held in the Grand Haven Harbor vicinity following release of the Draft EIS.

Dated: January 28, 1997.

W. Scott Parker,

Acting District Engineer.

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Department of the Navy

Community Redevelopment Authority and Available Surplus Buildings and Land at Military Installations Designated for Closure: Naval Reserve Center, Perth Amboy, New Jersey

SUMMARY: This Notice provides information regarding the redevelopment authority that has been established to plan the reuse of the Naval Reserve Center, Perth Amboy, New Jersey, the surplus property that is located at that base closure site, and the timely election by the redevelopment authority to proceed under new procedures set forth in the Base Closure Community Redevelopment and Homeless Assistance Act of 1994.

ADDRESSES: For further general information, contact John J. Kane, Deputy Division Director, Dept. of Navy, Real Estate Operations, Naval Facilities Engineering Command, 200 Stovall Street, Alexandria, VA 22332-2300, telephone (703) 325-0474, or Marian E. Digiamarino, Special Assistant for Real Estate, Base Closure Team, Northern Division, Naval Facilities Engineering Command, Lester, PA 19113-2090, telephone (610) 595-0762. For more detailed information regarding particular properties identified in this Notice (i.e. acreage, floorplan, sanitary

facilities, exact street address, etc.), contact Ron Kohri, Activity Manager, Base Closure Team, Northern Division, Naval Facilities Engineering Command, Lester, PA 19113-2090, telephone (610) 595-0519.

SUPPLEMENTARY INFORMATION: In 1993, the Naval Reserve Center, Perth Amboy, New Jersey, was designated for closure pursuant to the Defense Base Closure and Realignment Act of 1990, Public Law 101-510, as amended. Pursuant to this designation, the land and facilities at this installation are declared surplus to the federal government and available for use by (a) non-Federal public agencies pursuant to various statutes which authorize conveyance of property for public projects, and (b) homeless provider groups.

Election to Proceed Under New Statutory Procedures

Subsequently, the Base Closure Community Redevelopment and Homeless Assistance Act of 1994 (Pub. L. 103-421) was signed into law. Section 2 of this statute gives the redevelopment authority at base closure sites the option of proceeding under new procedures with regard to the manner in which the redevelopment plan for the base is formulated and how requests are made for future use of the property by homeless assistance providers. On December 23, 1994, the Governor of New Jersey submitted a timely request to proceed under the new procedures. Accordingly, this notice fulfills the Federal Register publication requirement of Section 2(e)(3) of the Base Closure Community Redevelopment and Homeless Assistance Act of 1994.

Also, pursuant to Section 2905(b)(7)(B) of the Defense Base Closure and Realignment Act of 1990, as amended by the Base Closure Community Redevelopment and Homeless Assistance Act of 1994, the following information regarding the redevelopment authority for and surplus property at the Naval Reserve Center, Perth Amboy, NJ is published in the Federal Register.

Redevelopment Authority

The redevelopment authority for the Naval Reserve Center, Perth Amboy, New Jersey, for purposes of implementing the provisions of the Defense Base Closure and Realignment Act of 1990, as amended, is the City of Perth Amboy, acting by and through its Mayor, Joseph Vas. For further information contact the Office of the Mayor, City of Perth Amboy, City Hall, Perth Amboy, New Jersey 08861, telephone number is (908) 826-0290.