

for Fiscal Year 1999. As with the pilot projects, these plans will cover each program activity in DTIC's budget and establish performance goals and define the performance level to be achieved by a program activity. The goal will be expressed in an objective, quantifiable, and measurable form. Performance indicators will be used to measure the relevant outputs, outcomes, and/or service levels for each program activity. The performance plans will also describe the operational processes and resources needed to meet the performance goals and will establish a procedure for comparing actual program results with the performance goals.

c. By March 31, 2000, and every year thereafter, DTIC will be required to publish annual program performance reports. (These reports will be due 6 months after the end of the fiscal year on which they are based.) The reports will compare the performance indicators that were established in the performance plan and the actual program performance achieved with the performance goals. These reports will also discuss the agency's success in achieving the performance goals and describe and explain those cases in which performance goals have not been met.

Dated: August 5, 1997.

**L.M. Bynum,**

*Alternate OSD Federal Register Liaison Officer, Department of Defense.*

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## DEPARTMENT OF DEFENSE

### Department of the Army

#### **Final Environmental Impact Statement (FEIS) for the Proposed Construction of a Rail Connector at Fort Campbell, Kentucky**

**AGENCY:** Department of the Army, DoD.

**ACTION:** Notice of Availability.

**SUMMARY:** In compliance with the National Environmental Policy Act of 1969 and the Council on Environmental Quality and Army regulations, the Army has prepared an FEIS for the proposed construction of a rail connector for Fort Campbell, Kentucky. The primary Army action analyzed in the FEIS is the construction of a rail connector between the government-owned line and the CSX line in Christian County, Kentucky. The rail connector is needed so that the 101st Airborne Division, stationed at Fort Campbell, can deploy rapidly during an emergency.

Five alternatives including the No-Action Alternative, have been evaluated:

1. The No-Action Alternative would not change the existing configuration or operation of the rail lines, or construct any new ones. Trains from Fort Campbell would continue current operations, using the Hopkinsville Belt Line and Interchange, to switch five cars at a time to the CSX main line.

2. The Hopkinsville Interchange Upgrade Alternative (Alternative 1) would upgrade the existing connection between the government-owned branch line with the CSX main line track and also involves construction of two relatively short rail connectors within the city limits of Hopkinsville and a 2.2-mile siding track parallel to the existing branch line south of Hopkinsville. However, because Alternative 1 resulted in excessive cycle times resulting from having only one (northbound) entrance to the CSX main line, a modified Alternative 1 was also reviewed. The modified Alternative 1 included a southbound entrance to the CSX main line and alignment adjustments to lessen the proposed curvature and grade. Due to the high real estate acquisition costs, potential residential and commercial displacement impacts, numerous grade crossings, and the requirement for additional bridges and tunnels, the alternative was found not to be reasonable.

3. The Hopkinsville Bypass North Alternative (Alternative 2N) would connect the branch line directly to the CSX main line south of Hopkinsville and north of the Hopkinsville Bypass (KY 8546) with approximately 2.7 miles of new rail, and incorporate a 2.2-mile siding track parallel to the existing branch line south of Hopkinsville.

4. The Hopkinsville Bypass South Alternative (Alternative 2S) would connect the branch line directly to the CSX main line south of Hopkinsville and south of the Hopkinsville Bypass (KY 8546) with approximately 2.8 miles of new rail, and incorporate a 2.2-mile siding track parallel to the existing branch line south of Hopkinsville.

5. The Masonville-Casky Alternative (Alternative 3) would connect the branch line directly to the CSX main line approximately 6 miles south of Hopkinsville with approximately 5.5 miles of new rail. A 2.2-mile siding track for Alternative 3 is included in the alignment corridor.

The FEIS has identified Alternative 2S as the preferred alternative, due to the following: it meets mission requirements, allowing the 101st Airborne Division to meet its rapid deployment requirements; is less

disruptive to City and total community land use and planning; requires few or no relocations; has fewer grade crossings; and has less public opposition than Alternatives 2N and 3. No, significant adverse environmental impacts are anticipated as a result of this Army action.

**DISTRIBUTION AND WAITING PERIOD:** The FEIS on the proposed construction of a rail connector for Fort Campbell, Kentucky, was distributed to interested agencies and the public prior to, or simultaneously with, filing of the Notice of Availability for the FEIS with the U.S. Environmental Protection Agency. Following a 30 day post-filing waiting period, the Department of the Army will prepare a Record of Decision.

**QUESTIONS OR REQUEST FOR FEIS:**

Questions regarding the FEIS, or a request for copies of the document may be directed to Mr. William Ray Haynes, U.S. Army Corps of Engineers, Louisville District, PO Box 59, Louisville, Kentucky 40201-6475, or call (502) 582-6475.

Dated: August 5, 1997.

**Richard E. Newsome,**

*Acting Deputy Assistant Secretary of the Army (Environment, Safety and Occupational Health), OASA (1, L&E).*

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## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

[Docket No. RP96-403-004]

#### **ANR Pipeline Company; Notice of Refund Report**

August 5, 1997.

Take notice that on August 1, 1997, ANR Pipeline Company (ANR) tendered for filing a report of refunds paid to eligible customers in compliance with the Commissioner's Order on Reconciliation Filing and Directing Refunds issued on June 13, 1997, in the referenced proceeding.

On July 1, 1997, ANR states that it paid to eligible customers refunds of the costs of upstream pipeline capacity of Viking Gas Transmission Corporation of \$8,483,256, consisting of principal amounts totaling \$7,740,793 and interest of \$742,463.

Any person desiring to protest this filing should file a protest with the Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426, in accordance with Section 385.211 of the Commission's Rules and Regulations. All such protests must be