

9. Mr. Christopher Gardner, Assistant Chief, National Guard Bureau;

10. MG Warren L. Freeman, Commanding General, District of Columbia National Guard;

11. MG Irene Trowell-Harris, Assistant, Headquarters, U.S. Air Force;

12. MG Robert A. Harding, Assistant Deputy Chief of Staff for Intelligence;

13. Ms. Jean Bennett, Director of Intelligence Programs, Plans & Studies, Office of the Deputy Chief of Staff for Intelligence;

14. Mr. Thomas Dillon, Director of Foreign Disclosure, Office of the Deputy Chief of Staff for Intelligence;

15. BG H.A. Curry, Director of Plans, Operations and Logistics Automation, Office of the Deputy Chief of Staff for Logistics;

16. BG Barbara Doornik, Special Assistant to the Deputy Chief of Staff for Logistics for Transportation for Quadrennial Defense Review, Office of the Deputy Chief of Staff for Logistics;

17. Ms. Donna L. Shands, Assistant Director of Supply and Maintenance, Office of the Deputy Chief of Staff for Logistics;

18. Mr. Joe R. Billman, Director of Logistics Program Analysis, Office of the Deputy Chief of Staff for Logistics;

19. MG Phillip R. Kensinger, Jr., Assistant Deputy Chief of Staff of Operations and Plans, Office of the Deputy Chief of Staff for Operations and Plans;

20. BG William G. Webster, Jr., Director of Training, Office of the Deputy Chief of Staff for Operations and Plans;

21. Mr. Vernon M. Bettencourt, Jr., Technical Advisor to the Deputy Chief of Staff for Operations and Plans, Office of the Deputy Chief of Staff for Operations and Plans;

22. Mr. Wendell H. Lunceford, Jr., Director of the Army Model and Simulation Office, Office of the Deputy Chief of Staff for Operations and Plans;

23. BG William Heilman, Director of Human Resources, Office of the Deputy Chief of Staff for Personnel;

24. MG Geoffrey Miller, Assistant Deputy Chief of Staff for Personnel, Office of the Deputy Chief of Staff for Personnel;

25. Dr. Zita Simutis, Technical Director, U.S. Army Research Institute; and

26. Dr. Edgar Johnson, Director of the U.S. Army Research Institute.

**John A. Hall,**

*Alternate Army Federal Register Liaison Officer.*

[FR Doc. 00-22243 Filed 8-30-00; 8:45 am]

**BILLING CODE 3710-08-M**

**DEPARTMENT OF DEFENSE**

**Department of the Army, Corps of Engineers**

**Intent To Prepare a Draft Environmental Impact Statement (DEIS), Lock and Dam 3 Mississippi River Navigation Safety and Embankments Projects**

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

**ACTION:** Notice of intent.

**SUMMARY:** Lock and Dam 3 is a navigation dam and lock on the Mississippi River six miles upstream from Red Wing, Minnesota. The lock and dam was built on a bend in the river, and completed in 1938. Its position on a bend in the river makes downbound navigation difficult, because of an outdraft current that tends to sweep towboats and barges away from the lock toward the gated part of the dam. The outdraft condition has resulted in a number of accidents, and has been cause for concern for many years. A related problem with Lock and Dam 3 is maintaining the structural integrity of a set of three earthen embankments that connect the gated part of the dam to high ground on the Wisconsin side. The upstream embankment is federally-owned and contains a series of rock overflow sections. The intermediate and downstream embankments are privately owned. These embankments impound Marsh and Gantenbein Lakes, and separate them from the Mississippi River. The three Wisconsin side embankments divide the eight-foot head at the dam into three steps, and work together as part of Lock and Dam 3. The downstream embankment is eroding and is expected to fail in the next decade or two. Failure of the downstream embankment would threaten the intermediate and upstream embankments.

**FOR FURTHER INFORMATION CONTACT:**

Questions pertaining to the issues about the DEIS may be addressed to Mr. Robert Whiting, Chief, Environmental and Economic Analysis Branch, St. Paul District, U.S. Army Corps of Engineers, 190 5th Street East, St. Paul, MN 55101, Telephone: (651) 290-5264.

**SUPPLEMENTARY INFORMATION:**

1. The potential exists for towboat operators to lose control of their tows because of the outdraft current. Barges have broken loose and lodged in the dam gate bays, rendering the dam gates inoperable, causing the water level in the navigation pool to rise, overflowing the earthen embankment. This kind of

event occurred in 1993, resulting in significant erosion in the upper embankment near the gated part of the dam and in the lower embankment.

2. Two projects to address the navigation safety and embankments concerns have been proposed by the St. Paul District and approved by Corps of Engineers Headquarters. A ported guardwall was proposed to guide downbound towboats into the lock. This project has not been funded. The St. Paul District also recommended reconstructing the Wisconsin-side embankment, following a downstream alignment along the tailwater and the southern boundary of Gantenbein Lake. Recent surveys in the tailwater identified the presence of a species-rich mussel bed, including state-listed endangered species. In an effort to address the navigation safety and embankment concerns at Lock and Dam 3, the St. Paul District is conducting a re-evaluation of these related problems.

3. Significant resources and issues to be addressed in the DEIS will be determined through coordination with Federal, State, and local agencies, the general public; interested private organizations, industry, and the Prairie Island Dakota Community. Anyone who has an interest in participating in the development of the DEIS is invited to contact the St. Paul District, Corps of Engineers.

4. Major issues identified to date for discussion in the DEIS are:

a. Structural integrity and operational reliability of Lock and Dam 3.

b. Risk of navigation accidents, erosion of embankments, and accidental drawdown of Pool 3.

c. Recreational boating opportunity and safety.

d. Natural resources including the fishery, native mussels, wildlife, aquatic and floodplain habitats.

e. Water quality, contaminants, and sediment transport processes.

5. Additional issues of interest may be identified through public and agency meetings. A notice of those meetings will be provided to interested parties and to local news media.

6. The effort to jointly address the related navigation safety and embankments problems at Lock and Dam 3 is considered major in scope. Depending on the alternative plan proposed, the project could have significant effects on navigation, public safety, regional economics, floodplain wetlands, the fishery, native mussels and wildlife.

7. An environmental review will be conducted according to National Environmental Policy Act of 1969, Council of Environmental Quality

Regulations, and applicable laws and regulations. The DEIS will be available to the public in the summer of 2001.

**Gregory D. Showalter,**

*Army Federal Register Liaison Officer.*

[FR Doc. 00-22223 Filed 8-30-00; 8:45 am]

BILLING CODE 3710-CY-P

## DEPARTMENT OF DEFENSE

### Department of the Army, Corps of Engineers

#### Intent To Prepare Draft Supplement No. 1 to the Final Environmental Impact Statement [FEIS] for Operation and Maintenance, Arkabutla Lake, Enid Lake, Grenada Lake, and Sardis Lake, Mississippi

**AGENCY:** U.S. Army Corps of Engineers, Vicksburg District, DOD.

**ACTION:** Notice of intent.

**SUMMARY:** The purpose of the proposed action is to evaluate the environmental impacts of the U.S. Army Corps of Engineers proposed continued operation and maintenance activities at Arkabutla Lake, Enid Lake, Grenada Lake, and Sardis Lake, Mississippi.

**FOR FURTHER INFORMATION CONTACT:** Ms. Ramona Warren (telephone (601) 631-5441), CEMVK-PP-PQ, 4155 Clay Street, Vicksburg, Mississippi 39183-3435.

**SUPPLEMENTARY INFORMATION:** Arkabutla, Enid, Grenada, and Sardis Lakes are part of a comprehensive plan for flood control on the Yazoo River and its tributaries above the head of the Mississippi River backwater area. These lakes are located in north Mississippi in the Bluff Hills and North Central Hills subprovinces section of the Eastern Hills province of the Central Gulf Coastal plain. The four lakes are located from 25 to 100 miles south of Memphis, Tennessee.

Arkabutla Lake is located in Tate and DeSoto Counties, 25 miles south of Memphis and 12 miles northwest of Coldwater, Mississippi. Enid Lake is located in Yalobusha, Panola, and Lafayette Counties, 72 miles south of Memphis and 26 miles north of Grenada, Mississippi. Grenada Lake is located in Grenada, Calhoun, and Yalobusha Counties, 100 miles south of Memphis and 3 miles northeast of Grenada, Mississippi. Sardis Lake is located in parts of Panola, Lafayette, and Marshall Counties, 50 miles south of Memphis and 11 miles northeast of Batesville, Mississippi.

The Flood Control Acts of 15 May 1938 (Public Law (PL) 391, 70th

Congress); 15 May 1928, amended 15 June 1936 (PL-678, 74th Congress); 28 August 1937 (PL-406, 75th Congress); 28 June 1938 (PL-761, 75th Congress); 18 August 1941 (PL-228, 77th Congress); 22 December 1944 (PL-534, 78th Congress); 24 July 1946 (PL-526, 79th Congress); and 27 October 1965 (PL-89-298, 89th Congress) authorized the construction of the Yazoo Headwater Project to control flooding on the four primary tributaries of the Yazoo River. Flood control impoundments were constructed on the Coldwater River (Arkabutla Lake), the Yocona River (Enid Lake), the Yalobusha and Skuna Rivers (Grenada Lake), and the Little Tallahatchie River (Sardis Lake). Also, provisions were included for local stream channel improvements, levee and auxiliary channel construction and appurtenant works as necessary to provide protection from headwater floods of the Yazoo River system.

The Flood Control Act of 1944 authorized the development of recreational facilities at Department of the Army water resource projects. Further provision for the administration of these projects for recreation and fish and wildlife conservation and management was made by three subsequent flood control acts: the Flood Control Act of 1946; the Flood Control Act of 3 September 1954 (PL-780, Title III, Sec. 209, 83d Congress); and the Flood Control Act of 23 October 1962 (PL-87-874), Title II, Sec. 207, 87th Congress). These laws authorized the Government to lease land to private individuals and other government agencies for the development of the recreation and fish and wildlife resources on these projects. They also guaranteed within those limitations established by the Secretary of the Army and the State of Mississippi the public controlled access to shoreline areas for fishing, boating, swimming, and other recreational purposes, and the protection of fish and wildlife resources.

The primary authorized purpose of these lakes is flood control, but many incidental benefits such as navigation, water supply, recreation, fish and wildlife, and timber have been realized. Lands surrounding the lakes are used for public recreation, agricultural production, and conservation of biological resources.

The oldest and largest of the four lakes, Sardis, was begun in June 1937 and completed in October 1940. Construction of Arkabutla Lake was begun in 1940, and the lake was completed in June 1943. Initial construction of Enid Lake began in February 1947, and the lake was completed in December 1952. Grenada

Lake was also begun in February 1947, and was completed in January 1954.

The significant issues tentatively identified for evaluation of the environmental impacts of operation and maintenance activities include (1) impacts of flood control storage, (2) impacts of stream channel maintenance, and (3) impacts to resource management.

The National Environmental Policy Act (40 CFR Part 1501, section 1501.7) requires all Federal agencies prior to preparing an EIS or EIS Supplement to conduct a process termed "scoping." This scoping process determines the issues to be addressed and identifies the significant issues related to a proposed action. To accomplish this, public scoping meetings are tentatively scheduled to be held in Mississippi in September 2000. The Environmental Protection Agency; U.S. Fish and Wildlife Service; Natural Resources Conservation Service; Mississippi Department of Environmental Quality; and Mississippi Department of Wildlife, Fisheries and Parks will be invited to become cooperating agencies. All interested agencies, groups, tribes, and individuals will be sent copies of the Draft Supplemental EIS and FEIS.

The Draft Supplemental EIS is scheduled to be completed in August 2001.

**Robert Crear,**

*Colonel, Corps of Engineers, District Engineer.*

[FR Doc. 00-22222 Filed 8-30-00; 8:45 am]

BILLING CODE 3710-PU-M

## DEPARTMENT OF DEFENSE

### Department of the Army, Corps of Engineers

#### Intent To Prepare a Draft Environmental Impact Statement (DEIS) for Construction of a Containerized Cargo Terminal, on Shoal Point, Adjacent to the Texas City Channel, Texas City, Galveston County, TX

**AGENCY:** U.S. Army Corps of Engineers, Galveston District, DoD.

**ACTION:** Notice of intent.

**SUMMARY:** The U.S. Army Corps of Engineers, Galveston District intends to prepare a DEIS to access the social, economic and environmental effects of the proposed multi-phased construction of a container terminal. The DEIS will access potential impacts on a range of alternatives, including the preferred alternative. The Federal action is consideration of a Department of Army Permit application for work under