

FOR FURTHER INFORMATION CONTACT: Jerry L. Golden, Manager Production Technology, at (423) 751-6779.

SUPPLEMENTARY INFORMATION:

Background

Under section 14 of the TVA Act, 16 U.S.C. 831m, TVA is directed to collect data and report on practices, methods, facilities, and equipment and the economic integration of plants and systems "best suited to promote the public interest, efficiency, and the wider and more economical use of electric energy." In accordance with this directive and authority, TVA reported on its generating unit maintenance practices and experiences in a report entitled, TVA's Power Plant Maintenance Program, Philosophy and Experience, T. H. Gladney and H. S. Fox (April 1972). Today, TVA is announcing the availability of an updated report on utility maintenance practices, Routine Maintenance of Electric Generating Stations, Jerry L. Golden (February 2000).

Congress has tasked TVA with the development and conservation of the resources of the Tennessee Valley region in order to foster the region's economic and social well-being. One component of TVA's regional resource development program is the generation, transmission, and sale of electric power. TVA's electric power system now serves approximately 8 million people in parts of seven southeastern states.

TVA has more than 65 years of experience in maintaining various kinds of power-generating technologies. These technologies include hydro-electric units, nuclear units, combustion turbines, a pumped storage facility, and 11 coal-fired power plants. TVA's coal-fired power plants consist of 59 units with a diverse mix of burner types and configurations. The size of units currently being operated ranges from 125 megawatts to 1,300 megawatts (nameplate capacities). These boiler types and sizes are typical for more than 90 percent of the coal-fired boiler fleet in the United States. TVA's February 2000 technical report describes common utility maintenance practices and philosophies and provides case studies of a number of maintenance projects on the TVA system and elsewhere.

Other Information and Report Summary

A steam-electricity generating unit is a complicated machine consisting of thousands of separate parts and components that must be operated together in an integrated fashion to produce electricity. Like any complex mechanical system, a electricity-

generating unit may suffer impaired performance caused by defects in design or manufacture, extreme operating conditions, normal wear of components, or catastrophic failure. This impaired mechanical performance affects the economic performance of the unit and employee safety. To ensure reliable integration of the thousands of different parts and continued reliable performance, TVA and other electric power systems must have an active generating unit maintenance program.

Maintaining integrated operation of all components is difficult because of the large number of components and the varying stresses on components. Failure of a component can affect unit operating efficiencies and can even prevent the unit from operating at all. This is true regardless of the size of the component. A critical electric relay, sensing device, or valve can shut a unit down as easily as the failure of a unit component such as an economizer or a reheater.

The maintenance, repair, and replacement of unit components are necessary to achieve reliable and safe operation of a generating unit throughout its useful life. To do this, TVA and other electric utilities routinely conduct maintenance activities that are proactive, reactive, and predictive. Proactive maintenance practices try to forestall component failure and degradation. This includes such things as lubricating equipment, replacement of fluids, and the regular replacement of gaskets. Reactive maintenance practices correct a component failure or degradation when it occurs. Such reactive maintenance can be limited to specific component elements, include surrounding or adjacent elements that may have suffered the same stress, or involve the replacement of an entire component. Predictive maintenance takes advantage of the most recent advancements in assessment and measurement technologies. Through predictive maintenance practices, TVA and other utilities try to predict when a component element or entire component may fail or suffer unacceptable degradation. Utilities then replace elements and components in advance of actual failure so that damage to other components is reduced and generating units are not suddenly lost.

It has been routine practice within TVA and the utility industry for decades to replace components and systems with state-of-the-art equipment and materials to ensure that the most reliable and efficient equipment is used rather than original equipment or components that may not only be obsolete but no longer even available on the market. TVA's

1972 maintenance report described the routine use of improved materials and designs, and this practice continues throughout the industry today.

TVA's 2000 maintenance report provides case studies of four typical utility maintenance practices: replacement of cyclones, reheaters, economizers and forced draft fan systems. Based on a review of data from the TVA and other coal-fired utility systems, TVA found that replacement of cyclones occurred as early as 10 years after initial operation of a unit to as late as 37 years after initial operation. Reheaters were replaced from 5 to 44 years after initial operation. Economizers were replaced from 6 to 55 years after initial operation. The conversion of forced draft fan systems to balanced draft systems has occurred at units from 4 to 36 years after initial operation.

TVA concludes that components are routinely replaced throughout the lives of units and can occur very early after initial operation of a unit. The many factors that influence equipment or component replacement include design or fabrication errors, unanticipated operating conditions, operational errors, and technology advancements.

Dated: May 19, 2000.

Joseph R. Bynum,

Executive Vice President, Fossil Power Group.

[FR Doc. 00-13680 Filed 5-31-00; 8:45 am]

BILLING CODE 8120-08-U

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Major Investment Study/Scoping Process and Environmental Impact Statement: Butler, Hamilton, Miami, Montgomery, and Warren Counties, Ohio and Kenton County, KY

AGENCY: Federal Highway Administration (FHWA), DOT in conjunction with Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that the I-75 Corridor Major Investment Study (MIS) will serve as the formal scoping process for the preparation of one or more environmental documents—environmental assessment(s) (EA) and/or environmental impact statement(s) (EIS)—which may be prepared for proposed transportation improvements in one or more of the listed counties in Ohio and Kentucky as detailed above.

FOR FURTHER INFORMATION CONTACT: Mark L. Vonder Embse, Urban Programs

Engineer, Federal Highway Administration, 200 North High Street, Room 328, Columbus, Ohio 43215, Telephone: (614) 280-6854.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Ohio Department of Transportation (ODOT), the Kentucky Transportation Cabinet (KYTC), the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), and the Miami Valley Regional Planning Commission (MVRPC), are conducting an MIS. The study will focus on the primary north/south transportation corridor through the Cincinnati and Dayton urban areas, bounded by Boone County south of the Ohio River to the City of Piqua 85 miles north of the Ohio River. The outcome of the I-75 Corridor MIS will be to identify various regional transportation strategies for improving the safety and efficiency of the existing transportation system operating mainly along I-75 and adjacent roadways from south of Cincinnati to north of Dayton, Ohio. The I-75 Corridor MIS will analyze a wide range of potential transportation improvements including: (1) Take no action; (2) Transportation System Management (TSM)/Transportation Demand Management (TDM) strategies to improve the existing system and minimize existing/future travel demand with minimal new construction; (3) construct various highway improvements (e.g., additional capacity (lanes), new ramps or interchanges on new or existing alignment(s)); (4) freight rail improvements; and (5) transit improvements.

Letters describing the MIS process and soliciting comments and participation in the study will be sent to appropriate Federal, State, regional and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this project. A wide range of public involvement activities, including a series of public meetings and forums, will be held in the study and beginning with a formal public scoping meeting.

To ensure that the full range of issues related to this proposed action(s) are addressed and all significant issues identified, comments and suggests are invited from all interested parties. Comments or questions concerning this MIS, the scoping process or the range of proposed future action(s), including the preparation of any environmental document(s) should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations

implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: May 23, 2000.

Mark L. Vonder Embse,
Urban Programs Engineer, Federal Highway Administration, Columbus, Ohio.

[FR Doc. 00-13679 Filed 5-31-00; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Intelligent Transportation Society of America; Public Meeting

AGENCY: Federal Highway Administration (FHWA), US DOT.

ACTION: Notice of public meeting.

SUMMARY: The Intelligent Transportation Society of America (ITS AMERICA) will hold a meeting of its Coordinating Council meeting on Sunday, July 16, 2000. The following designations are made for each item: (A) is an "action" item; (I) is an "information item;" and (D) is a "discussion" item. The agenda includes the following: (1) Call to Order and Introductions (I); (2) Statements of Introductions (I); (3) Antitrust Statement (I); (4) Approval of Previous Minutes (A); (5) Federal Report (I/D); (6) President's Report (I); (7) Federal Communications Commission Advice on Dedicated Short Range Communication at 5.9GHz (A); (8) New Regional Institutions—What is the ITS America Role? (I/D); (9) Workshop Orientation (I/D); (10) Committee Reports (I); (11) Future Coordinating Council Meeting Dates (I/D); (12) Adjournment.

DATES: The Coordinating Council of ITS AMERICA will meet on Sunday, July 16, 2000, from 2 p.m.–5 p.m. (Eastern Standard time).

ADDRESSES: Radisson Hotel—Berkley Marina, 200 Marina Boulevard, Berkley, CA 94710 Phone: (510) 548-7920; Fax: (510) 548-7944.

FOR FURTHER INFORMATION CONTACT:

Materials associated with this meeting may be examined at the offices of ITS AMERICA, 400 Virginia Avenue, SW., Suite 800, Washington, D.C. 20024. Persons needing further information or to request to speak at this meeting should contact Larry Schulman at ITS AMERICA by telephone at (202) 484-4847, or by Fax at (202) 484-3483.

The DOT contact is Kristy Frizzell, FHWA, HOIT, Washington, D.C. 20590, (202) 366-9536. Office hours are from 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except for legal holidays.

(23 U.S.C. 315; 49 CFR 1.48)

Issued on: Wednesday, May 24, 2000.

Jeffrey Paniati,
Deputy Director, ITS Joint Program Office.
[FR Doc. 00-13698 Filed 5-31-00; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

May 22, 2000.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before July 3, 2000, to be assured of consideration.

Financial Management Service (FMS)

OMB Number: 1510-0033.

Form Number: POD Form 1672.

Type of Review: Extension.

Title: Application of Undertaker for Payment of Funeral Expenses From Funds to the Credit of a Deceased Depositor.

Description: This form is used by the undertaker to apply for payment of a postal savings account of a deceased depositor to apply for funeral expenses. This form is supported by a certificate from a relative (POD 1690) and an itemized funeral bill. Payment is made to the funeral home.

Respondents: Individual or households.

Estimated Number of Respondents: 15.

Estimated Burden Hours Per Respondent: 30 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden: 8 hours.

Clearance Officer: Juanita Holder, Financial Management Service, 3700 East West Highway, Room 144, PGP II, Hyattsville, MD 20782.

OMB Reviewer: Alexander T. Hunt, (202) 395-7860, Office of Management and Budget, Room 10202, New