

Secretaries of the Military Departments. Under this delegation of authority, the Secretary of the Navy must follow FPMR procedures for screening and disposing of real property when implementing base closures. Only where Congress has expressly provided additional authority for disposing of base closure property, *e.g.*, the economic development conveyance authority established in 1993 by Section 2905(b)(4) of the DBCRA, may Navy apply disposal procedures other than those in the FRMR.

In Section 2901 of the National Defense Authorization Act for Fiscal Year 1994, Public Law 103-160, Congress recognized the economic hardship occasioned by based closures, the Federal interest in facilitating economic recovery of base closure communities, and the need to identify and implement reuse and redevelopment of property at closing installations. In Section 2903(c) of Public Law 103-160, Congress directed the Military Departments to consider each base closure community's economic needs and priorities in the property disposal process. Under Section 2905(b)(2)(E) of the DBCRA, Navy must consult with local communities before it disposes of base closure property and must consider local plans developed for reuse and redevelopment of the surplus Federal property.

The Department of Defense's goal, as set forth in Section 174.4 of the DoD Rule, is to help base closure communities achieve rapid economic recovery through expeditious reuse and redevelopment of the assets at closing bases, taking into consideration local market conditions and locally developed reuse plans. Thus, the Department has adopted a consultative approach with each community to ensure that property disposal decisions consider the LRA's reuse plan and encourage job creation. As a part of this cooperative approach, the base closure community's interest, as reflected in its zoning for the area, play a significant role in determining the range of alternatives considered in the environmental analysis for property disposal. Furthermore, Section 175.7(d)(3) of the DoD Rule provides that the LRA's plan generally will be used as the basis for the proposed disposal action.

The Federal Property and Administrative Services Act of 1949, 40 U.S.C. 484 (1944), as implemented by the FPMR, identifies several mechanisms for disposing of surplus base closure property: by public benefit conveyance (FPMR Sec. 101-47.303-2);

by negotiated sale (FPMR Sec. 101-47.304-9); and by competitive sale (FPMR 101-47.304-7). Additionally, in Section 2905(b)(4), the DBCRA established economic development conveyances as a means of disposing of surplus base closure property. The selection of any particular method of conveyance merely implements the Federal agency's decision to dispose of the property. Decisions concerning whether to undertake a public benefit conveyance or an economic development conveyance, or to sell property by negotiation or by competitive bid, are left to the Federal agency's discretion. Selecting a method of disposal implicates a broad range of factors and rests solely within the Secretary of the Navy's discretion.

Conclusion: The LRA's proposed reuse of Naval Station Brooklyn, reflected in the Reuse Plan, is consistent with the requirements of the FPMR and Section 174.4 of the DoD Rule. The LRA has determined in its Reuse Plan that the property should be used for various purposes including industrial, institutional, commercial, open space and recreational activities. The property's location and physical characteristics as well as the current uses of adjacent property make it appropriate for the proposed uses.

The Reuse Plan responds to local economic conditions, promotes economic recovery from the impact of the closure of the Naval Station, and is consistent with President Clinton's Five-Part Plan for Revitalizing Base Closure Communities, which emphasizes local economic redevelopment and creation of new jobs as the means to revitalize these communities. 32 CFR parts 174 and 175, 59 FR 16123 (1994).

Although the "No Action" Alternative has less potential for causing adverse environmental impacts, this Alternative would not take advantage of the property's location and physical characteristics or the current uses of adjacent property. Additionally, it would not foster local economic redevelopment of the Naval Station property.

The acquiring entity, under the direction of Federal, State, and local agencies with regulatory authority over protected resources, will be responsible for adopting practicable means to avoid or minimize environmental harm that may result from implementing the Reuse Plan.

Accordingly, Navy will dispose of Naval Station Brooklyn in a manner that is consistent with the City of New York's Reuse Plan for the property.

Dated: January 12, 2001.

William J. Cassidy, Jr.,

*Deputy Assistant Secretary of the Navy,
(Conversion And Redevelopment).*

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DEPARTMENT OF ENERGY

Bonneville Power Administration

Shelton-Kitsap Transmission Line Rebuild

AGENCY: Bonneville Power Administration (BPA), U.S. Department of Energy (DOE).

ACTION: Finding of no significant impact (FONSI) and floodplain statement of findings.

SUMMARY: This notice announces BPA's proposal to rebuild its existing Shelton-Kitsap No. 2 115-kilovolt (kV) transmission line as a double-circuit 230-kV line in the existing right-of-way (ROW), in order to improve system capability and reliability. BPA has prepared an Environmental Assessment (EA) (DOE/EA-1342) evaluating the proposed project. Based on the analysis in the EA, BPA has determined that the proposed action is not a major Federal action significantly affecting the quality of the human environment, within the meaning of the National Environmental Policy Act (NEPA) of 1969. Therefore, the preparation of an Environmental Impact Statement (EIS) is not required and BPA is issuing this FONSI.

A finding is included that there is no practicable alternative to locating the project within a 100-year floodplain.

ADDRESSES: For copies of this FONSI or the EA, please call BPA's toll-free document request line: 800-622-4520. It is also available at the BPA, Environment, Fish and Wildlife website: www.efw.bpa.gov.

FOR FURTHER INFORMATION, CONTACT: Dawn R. Boorse—KEC-4, Bonneville Power Administration, P.O. Box 3621, Portland, Oregon, 97208-3621; telephone number 503-230-5678; fax number 503-230-5699; e-mail drboorse@bpa.gov.

SUPPLEMENTARY INFORMATION: BPA's existing Shelton-Kitsap No. 2 115-kV transmission line is approximately 31 miles in length and is located in Mason and Kitsap Counties in Washington State. In addition to this 115-kV line, there are two existing 230-kV transmission lines in the corridor between BPA's Shelton Substation and its Kitsap Substation. To improve system capability and reliability, BPA is

proposing a joint project with Puget Sound Energy (PSE) to rebuild BPA's existing Shelton-Kitsap No. 2 115-kV line as a double-circuit 230-kV line in the existing right-of-way. One circuit would replace the existing 115-kV line and would initially be operated at 115-kV. The other circuit would be a new circuit operated at 230 kV.

The new 230-kV circuit would be routed around BPA's Kitsap Substation and would interconnect with PSE's existing Kitsap-South Bremerton No. 3 line. The Kitsap-South Bremerton No. 3 line (constructed for 230 kV but currently operating at 115 kV) would be re-energized at 230 kV and terminated at a new 230/115-kV transformer at the South Bremerton Substation.

Transmission planning studies have shown that if one of the two existing 230-kV transmission lines to the Kitsap Substation or one of the two existing 230/115-kV transformers at Kitsap is out of service, the remaining facilities serving electrical loads on the Kitsap Peninsula could experience thermal loading beyond their rated capabilities. Thermal overloading of transmission facilities could result in failure or damage of equipment as well as violation of National Electrical Safety Code standards. These outage conditions may also cause system voltages to drop below acceptable levels and eventually lead to voltage collapse resulting in loss of load. BPA needs to correct and improve these conditions on its Shelton-Kitsap 115-kV line.

Construction of the proposed line would cause short-term construction-related impacts to land use, socioeconomic, visual, soils, and vegetation resources. These would include noise, dust, traffic disruption, erosion, and possible growth of noxious weeds in the ROW from ground surface and vegetation disturbance during construction. Temporary increases in the use of local motels/hotels, recreational parks, and campgrounds by construction workers, and short-term increases in local employment and spending in the local economy, would also occur. Minor visual impacts may occur from construction activities in certain locations along the ROW. Potential increases in soil erosion due to access road improvements, pole assembly and erecting, and clearing to provide access to work areas would occur. However, in the long term, erosion rates are expected to return to pre-construction rates.

Long-term impacts would be the removal of approximately 0.5 acre of young forested woodland, with accompanying loss of shade on a small non-fish-bearing stream at the site near

the south side of the BPA Kitsap Substation on BPA property. The tree removal is necessary to route the line around the Kitsap Substation and interconnect with PSE's existing Kitsap-South Bremerton No. 3 line. The amount of clearing would be relatively small, and low-growing vegetation would regrow in the cleared area.

No impacts are expected to wetlands and floodplains, public health and safety, and cultural resources. During review of the Preliminary EA, the Squaxin Island Tribe discussed with BPA the presence of areas of cultural sensitivity in the project vicinity. A Draft Memorandum of Agreement between BPA and the Tribe has been prepared to ensure protection of the culturally sensitive areas.

BPA also studied the No Action Alternative. The No Action Alternative would be to continue with the current Dispatcher Standing Operating Order, which defines actions to be taken under peak load normal system and outage conditions to mitigate potential overload and low voltage conditions. BPA currently has an agreement with the U.S. Navy, whereby BPA, in an emergency, and for a very short duration, could connect the Navy's backup generators to BPA's transmission system while the problem was being repaired. However, since the agreement was put into place the region's electrical load has grown such that, even with the generators, the electrical system is inadequate to supply the needed electricity. In addition, if the Navy needs the generators for their own emergency purposes, they may cease support to BPA at any time. BPA's agreement with the Navy to use its generators expires in 2001 and will not be extended for the long term. Outages will occur if BPA experiences problems on the system without the rebuild.

The Proposed Action would not violate Federal, State, or local law or requirements imposed for protection of the environment. All permits are in place.

Floodplain Statement of Findings

This is a Floodplain Statement of Findings prepared in accordance with 10 CFR Part 1022. A Notice of Floodplain and Wetlands Involvement was published in the **Federal Register** on September 15, 2000, and a floodplain and wetlands assessment was incorporated in the EA (section 3.7). BPA is proposing to rebuild its existing Shelton-Kitsap No. 2 115-kV transmission line as a double-circuit 230-kV line in the existing right-of-way which crosses the 100-year floodplains of Johns Creek, Cranberry Creek, and

Sherwood Creek. No impacts to the floodplains would occur because no construction activities within the floodplains would be associated with the proposed project, and their floodplain characteristics would not be altered. The proposed action conforms to applicable State or local floodplain protection standards.

BPA will endeavor to allow 15 days of public review after publication of this statement of findings before implementing the proposed action.

Determination

Based on the information in the EA, as summarized here, BPA determines that the proposed action is not a major Federal action significantly affecting the quality of the human environment within the meaning of NEPA, 42 U.S.C. 4321 *et seq.* Therefore, an EIS will not be prepared and BPA is issuing this FONSI.

Issued in Portland, Oregon, on January 17, 2001.

Robert W. Beraud,

Manager, Environmental Analysis.

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. RP01-124-001]

Algonquin Gas Transmission Company; Notice of Compliance Filing

January 24, 2001.

Take notice that on January 16, 2001, Algonquin Gas Transmission Company (Algonquin) tendered its filing in compliance with the Commission's letter order in Docket No. RP01-124-000 [93 FERC 61,318 (2000)] issued on December 29, 2000 (December 29 Order).

Algonquin states that the purpose of this filing is to comply with the requirements of the December 29 Order to submit a revised, executed service agreement between Algonquin and US GEN New England, Inc. (USGen) for firm lateral service that conforms to the Rate Schedule AFT-CL form of service agreement contained in Algonquin's tariff and a statement detailing the rate and term of the prearranged capacity release to USGen under Rate Schedule AFT-CL.

Algonquin also states that copies of the filing were mailed to all parties to Docket No. RP01-124-000 and also all affected customers and interested state commissions.