

*Energy Vision 2020* identified and evaluated alternative supply-side and demand-side energy resources and technologies for meeting peak and baseload capacity needs, the present DEIS does not re-evaluate those alternatives. This DEIS focuses on the site-specific impacts of constructing and operating a combustion turbine combined cycle plant at one of the two candidate sites.

A Notice of Intent for the EIS appeared in the **Federal Register** on March 14, 2001. A locally publicized public scoping meeting was held on March 8, 2001, at the same location as the presently announced meeting. This meeting was publicized through notices in local newspapers, by TVA press releases, and in meetings between TVA officials and local elected officials preceding the public meetings. The period for public scoping comments for the EIS closed April 16, 2001. A Notice of Availability of the DEIS was published in the **Federal Register** on June 15, 2001 and the DEIS has been circulated for comment to agencies, organizations and individuals previously requesting it. Copies of the DEIS have also been placed for public review in the Argie Cooper Public Library in Shelbyville, Tennessee; Franklin County Public Libraries in Fayetteville and Winchester, Tennessee; Moore County Public Library in Lynchburg, Tennessee; the Lannon Memorial Public Library in Tullahoma and the Manchester Public Library in Manchester, Tennessee.

The proposed power plant would provide 510 megawatts (MWs) of intermediate baseload generating capacity as early as June 2003 at one of two sites. In addition to the No Action alternative, two alternative sites, located on the southwestern portion of Arnold Air Force base, are under consideration. Use of either of these sites would require approval by the U.S. Air Force. The proposed sites are currently undeveloped for industrial purposes and are either forested or in pasture. Under the preferred alternative (construct and operate the combined cycle plant at Site 4 in Franklin County, Tennessee), approximately 135 acres of land would be utilized, of which 65 acres would be disturbed during construction. Under the No Action Alternative TVA would not construct the plant at either of the sites. TVA would either undertake no new activities to meet anticipated demands by June 2003 for baseload power, or would rely exclusively on options from the *Energy Vision 2020* portfolio that do not involve construction and operation of new TVA fossil power capacity.

Candidate sites were identified through a detailed screening process that considered: (1) TVA's transmission system capacity at the locale; (2) reliable and economical long-term supply of natural gas; (3) engineering suitability of the site; (4) compatibility with surrounding land use; and (5) environmental factors including wetlands, floodplains, water supply, water quality, air quality, and historic and archaeological resources.

An installed plant would consist of two GE 7FA combustion turbine units, each configured with a heat recovery steam generator (HRSG). Steam produced in the HRSGs would be sent to a GE D11 steam turbine. Electricity would be produced by both the combustion turbines and the steam turbine. Natural gas would be the sole fuel. To control nitrogen oxides (NO<sub>x</sub>) emissions, turbines would employ dry low NO<sub>x</sub> burners and selective catalytic reduction systems. Excavation would be required to construct foundations for the turbine units, HRSGs, cooling towers, steam turbine, switchyard, and other components. A 500-kV transmission line would be constructed to the existing TVA Franklin Substation located nearby, and a transmission line would be constructed from the local distribution system to obtain construction/emergency power to the site. Water supply and wastewater discharge pipelines would be constructed to Woods Reservoir. Potable water would be obtained by tapping into a local supply line from Estill Springs. A short natural gas pipeline would be constructed to connect with pipelines owned by East Tennessee Natural Gas Company which pass a few miles to the south of the proposed sites. The local access road, Substation Road, would be upgraded from local major highways (Wattendorf Highway and Northshore Road) to the chosen site. Other appurtenances and ancillary equipment could include transformers, demineralized-water supply, parking areas, and support buildings, as well as upgrades to the main supply line of East Tennessee Natural Gas Company.

The DEIS describes the existing environmental and socioeconomic resources at and in the vicinity of each candidate site that would be affected by construction and operation of a power plant. TVA's and the U.S. Air Force's evaluation of environmental impacts to these resources include the potential impacts on air quality, water quality of surface and groundwaters, floodplains and flood risk, aquatic and terrestrial ecology, endangered and threatened species, wetlands, aesthetics and visual resources, noise, safety and health, land

use, seismology, recreation, historic and archaeological resources, and socioeconomic resources.

After consideration of agency and public comments on the DEIS, including those received at the public meeting on July 10, 2001, TVA and the U.S. Air Force will prepare a Final EIS by September 2001.

Dated: June 26, 2001.

**Jon M. Loney,**

*Manager, NEPA Administration,  
Environmental Policy & Planning.*

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Reports, Forms, and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice and request for comments.

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**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended), this notice announces the Department of Transportation's (DOT) intention to request the extension of a previously approved collection.

**DATES:** Comments on this notice must be received by August 31, 2001.

**ADDRESSES:** Policy and Information Team (HEPR), Federal Highway Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** *James E. Ware*, Policy and Information Team, Office of Real Estate Services (HEPR), Federal Highway Administration, U.S. Department of Transportation, Room 3221, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2019

#### SUPPLEMENTARY INFORMATION:

*Title:* Relocation Assistance and Real Property Acquisition Regulations For Federal and Federally Assisted Programs.

*OMB Number:* 2105-0508.

*Expiration Date:* September 30, 2001.

*Type of Request:* Extension of a previously approved collection.

*Affected Public:* Federal Government, State, Local or Tribal Government, individuals, business, farms and not-for-profit institutions.

*Abstract:* This regulation implements amendments to 42 U.S.C. 4601 et. seq. concerning acquisition of real property and relocation assistance for displaced

persons for Federal and federally-assisted programs. It prohibits the provision of relocation assistance and payments to persons not legally in the United States (with certain exceptions).

**Respondents:** State highway agencies, local government highway agencies, and airport sponsors receiving financial assistance for expenditures of Federal funds on acquisition and relocation payments and required services to displaced persons.

**Estimated Number of Respondents:** 1,443 for file maintenance and 52 state highway agencies for statistical reports.

**Average Annual Burden Per Respondent:** 8.5 hours.

**Estimated Total Burden on Respondents:** 29,043 hours.

These information collections are available for inspection at the Office of Real Estate services, Federal Highway Administration, Department of Transportation, at the address above.

**Comments are invited on:** (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

All responses to this notice, will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, DC on June 26, 2001.

**Randall Bennett,**

*Director, Office of Aviation Analysis.*

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCG-2001-9977]

#### Recreational Boating Safety Projects, Programs and Activities Funded Under Provisions of the Transportation Equity Act for the 21st Century; Accounting of

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice.

**SUMMARY:** Subsection (c) of section 7405 of the Transportation Equity Act for the 21st Century makes \$5,000,000 available each of five fiscal years to the Secretary

of Transportation for personnel and activities directly related to coordinating and carrying out the national recreational boating safety program. The Act requires that the Secretary publish annually in the **Federal Register** a detailed accounting of the projects, programs, and activities under this subsection.

**ADDRESSES:** You may obtain a copy of this notice by calling the U. S. Coast Guard Infoline at 1-800-368-5647. This notice is available on the Internet at <http://dms.dot.gov> and at <http://www.uscgboating.org>.

**FOR FURTHER INFORMATION CONTACT:** Captain Scott Evans, USCG, Chief, Office of Boating Safety, telephone 202-267-1077, fax 202-267-4285, or Mr. Albert J. Marmo, Chief, Program Management Division, telephone 202-267-0950, fax 202-267-4285.

**SUPPLEMENTARY INFORMATION:** The Transportation Equity Act for the 21st Century became law on June 9, 1998. The Act requires that of the \$5 million made available to carry out the national recreational boating safety program, each year, \$2,000,000 shall be available only to ensure compliance with Chapter 43 of title 46, U.S. Code—Recreational Vessels. The responsibility to administer these funds is delegated to the Commandant of the United States Coast Guard. The statute directs that no funds available to the Secretary under this subsection may be used to replace funding traditionally provided through general appropriations, nor for any purposes except those purposes authorized; namely, for personnel and activities directly related to coordinating and carrying out the national recreational boating safety program. Amounts made available each fiscal year, 1999-2003, shall remain available until expended. Use of these funds requires compliance with standard Federal contracting rules with associated lead and processing times resulting in a lag time between available funds and spending. The following activities have been initiated using fiscal year 1999-2001 funds transferred to the Coast Guard from the Aquatic Resources (Wallop-Breaux) Trust Fund. The total amount of fiscal year 1999, 2000 and 2001 funding committed, obligated and/or expended for each activity is shown.

**Factory Visit Program:** An initial contract was awarded to establish a national recreational boat factory visit program using contractor personnel. The contract included the development of a plan of action and an eighteen-month pilot program to validate the elements of the plan and the concept of

the program. The pilot program commenced in the summer of 2000. "Compliance associates" (inspectors) were trained and formal factory visits were initiated in January 2001. The factory visit program allows contractor personnel, acting on behalf of the Coast Guard, to visit approximately 2,000 recreational boat manufacturers each year to inspect for compliance with the Federal regulations, communicate with the manufacturers as to why they need to comply with the Federal regulations, and educate them, as necessary, on how to comply with the Federal regulations. (\$2,981,840)

**Boat Compliance Testing:** Funding is providing for expansion of the boat compliance testing program whereby new manually propelled and outboard recreational boats are purchased in the open market and tested for compliance with the Federal flotation standards. The expanded program will include inboard/sterndrive boats and used boats. (\$244,000)

**Associated Equipment Compliance Testing:** A contract was awarded to buy recreational boat "associated equipment," e.g., starters, alternators, fuel pumps, bilge pumps, etc., and test this equipment for compliance with Federal safety regulations. This new initiative complements the boat compliance testing program. (\$182,446)

**Compliance Associated Travel:** Travel by employees of the Office of Boating Safety is being performed to carry out additional compliance actions and to gather background and planning information for new compliance initiatives. (\$27,568)

**New Boat Manufacturer Outreach Package:** A contract was awarded to design and develop a comprehensive and user-friendly outreach package for distribution to new recreational boat manufacturers. Included are a brochure and video that outline the many facets of the recreational boat manufacturing business, including, Federal regulations, voluntary standards, self-certification, financial aspects, insurance concerns, liability issues, points of contact and the steps necessary to become a new recreational boat manufacturer. The package also includes plain language guidelines that help clarify Federal requirements. The new outreach package is aimed at increasing the level of new recreational boat manufacturer compliance with applicable Federal regulations. (\$357,582)

**National Boating Survey:** A contract has been awarded for a comprehensive major national recreational boating survey scheduled to be conducted during the fall of 2001. The purpose of this project is to obtain up-to-date