

including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

*Electronic Comments*

- Use the Commission’s Internet comment form (<http://www.sec.gov/rules/sro.shtml>); or
- Send an e-mail to [rule-comments@sec.gov](mailto:rule-comments@sec.gov). Please include File Number SR–Phlx–2011–77 on the subject line.

*Paper Comments*

- Send paper comments in triplicate to Elizabeth M. Murphy, Secretary, Securities and Exchange Commission, 100 F Street, NE., Washington, DC 20549–1090.

All submissions should refer to File Number SR–Phlx–2011–77. This file number should be included on the subject line if e-mail is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission’s Internet Web site (<http://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for Web site viewing and printing in the Commission’s Public Reference Room, 100 F Street, NE., Washington, DC 20549, on official business days between the hours of 10 a.m. and 3 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly.

All submissions should refer to File Number SR–Phlx–2011–77 and should be submitted on or before July 5, 2011.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>9</sup>

**Cathy H. Ahn,**

*Deputy Secretary.*

[FR Doc. 2011–14661 Filed 6–13–11; 8:45 am]

**BILLING CODE 8011–01–P**

<sup>9</sup> 17 CFR 200.30–3(a)(12).

**SMALL BUSINESS ADMINISTRATION**

**[Disaster Declaration #12615 and #12616]**

**Oklahoma Disaster #OK–00050**

**AGENCY:** U.S. Small Business Administration.

**ACTION:** Notice.

**SUMMARY:** This is a Notice of the Presidential declaration of a major disaster for the State of Oklahoma (FEMA–1989–DR), dated 06/06/2011.

*Incident:* Severe Storms, Tornadoes, Straight-line Winds, and Flooding.  
*Incident Period:* 05/22/2011 through 05/25/2011.

*Effective Date:* 06/06/2011.

*Physical Loan Application Deadline Date:* 08/05/2011.

*Economic Injury (EIDL) Loan Application Deadline Date:* 03/06/2012.

**ADDRESSES:** Submit completed loan applications to: U.S. Small Business Administration, Processing And Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

**FOR FURTHER INFORMATION CONTACT:** A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street, SW., Suite 6050, Washington, DC 20416.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that as a result of the President’s major disaster declaration on 06/06/2011, applications for disaster loans may be filed at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties (Physical Damage and Economic Injury Loans):

Canadian, Delaware, Grady, Kingfisher, Logan, McClain, *Contiguous Counties (Economic Injury Loans Only):*

Oklahoma: Adair, Blaine, Caddo, Cherokee, Cleveland, Comanche, Craig, Garfield, Garvin, Lincoln, Major, Mayes, Noble, Oklahoma, Ottawa, Payne, Pontotoc, Pottawatomie, Stephens.

Arkansas: Benton.

Missouri: McDonald.

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Homeowners With Credit Available Elsewhere .....	5.375
Homeowners Without Credit Available Elsewhere .....	2.688
Businesses With Credit Available Elsewhere .....	6.000
Businesses Without Credit Available Elsewhere .....	4.000

	Percent
Non-Profit Organizations With Credit Available Elsewhere ...	3.250
Non-Profit Organizations Without Credit Available Elsewhere .....	3.000
<i>For Economic Injury:</i>	
Businesses & Small Agricultural Cooperatives Without Credit Available Elsewhere .....	4.000
Non-Profit Organizations Without Credit Available Elsewhere .....	3.000

The number assigned to this disaster for physical damage is 12615B and for economic injury is 126160.

(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

**Jane M. D. Pease,**

*Acting Associate Administrator for Disaster Assistance.*

[FR Doc. 2011–14595 Filed 6–13–11; 8:45 am]

**BILLING CODE 8025–01–P**

**TENNESSEE VALLEY AUTHORITY**

**Permanent Dam Safety Modification at Cherokee, Fort Loudoun, Tellico, and Watts Bar Dams, TN**

**AGENCY:** Tennessee Valley Authority.

**ACTION:** Notice of intent.

**SUMMARY:** This notice is provided in accordance with the Council on Environmental Quality’s regulations (40 CFR parts 1500 to 1508) and Tennessee Valley Authority’s (TVA) procedures for implementing the National Environmental Policy Act (NEPA). TVA will prepare an environmental review (in the form of an environmental assessment [EA] or an environmental impact statement [EIS]) to address the potential impacts to the natural, physical, and human environment resulting from various alternatives for permanent modifications to the existing dam facilities at Cherokee, Fort Loudoun, Tellico, and Watts Bar dams in Tennessee. The level of review will be determined after the public scoping process has been completed. TVA is evaluating long-term permanent solutions for dam safety modifications to replace interim modifications that were implemented at the dams.

**DATES:** To ensure consideration, comments on the scope of the environmental issues must be postmarked or e-mailed no later than August 5, 2011. When a draft environmental review (either an EA or EIS) is prepared, it will be made available for public review.

**ADDRESSES:** Written comments should be sent to Kenneth P. Parr, NEPA Specialist, NEPA Compliance, Environmental Permits and Compliance, Tennessee Valley Authority, 1101 Market Street (LP 5U), Chattanooga, Tennessee 37402-2801. Comments may be e-mailed to [kpparr@tva.gov](mailto:kpparr@tva.gov), submitted by fax to 423-751-3230, or entered online at <http://www.tva.com/environment/reports/index.htm>.

**FOR FURTHER INFORMATION CONTACT:** David Lane, Environmental Engineer, Tennessee Valley Authority, 400 West Summit Hill Drive (GRN 2E), Knoxville, Tennessee, 37902-1499; e-mail: [jdlane@tva.gov](mailto:jdlane@tva.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

TVA evaluates its dam safety program regularly (especially as technology and standards evolve and when more or better data become available) and modifies its dams as needed to ensure the structural integrity of TVA dams and the safety of the public. Periodic updates regarding maximum flood conditions are conducted when parameters used in flood modeling change, e.g., probable maximum precipitation or river operation guidelines. TVA assumes the most extreme weather event reasonably possible when determining maximum flood conditions of the river system. TVA's most recent probable maximum flood calculations indicate that a worst-case winter storm could cause water to go over the top of some dams even with the floodgates wide open, possibly causing dam failure. Failure of any dam would result in loss of stored water for navigation, impacts to fish and wildlife resources, loss of recreational opportunities, and possible property damage, personal injury, and loss of life. Failure also could result in failures to downstream dams.

To minimize the potential effects of a severe flooding event predicted by revised probable maximum flood modeling, precautionary measures have been implemented on top of the earth embankments at four (Cherokee, Fort Loudoun, Tellico, and Watts Bar) dams. These measures included raising dam elevations about 3 to 4 feet by placing interconnected, fabric-lined, sand-filled HESCO containers in order to safely pass predicted worst-case floodwaters, to avoid dam overtopping and possible impacts to the downstream embankment, and to provide additional floodwater storage capacity. The downstream embankment of Watts Bar Dam has also been strengthened with concrete matting.

TVA must now develop permanent solutions for the precautionary measures that were put in place to correct safety deficiencies identified at Cherokee, Fort Loudoun, Tellico and Watts Bar dams. The need for the proposed action is to prevent the impacts associated with dam failure. TVA has developed alternatives that consider the level of risk reduction to the public, constructability, potential environmental impacts, and cost.

**Proposed Alternatives**

TVA has performed preliminary internal scoping and identified a No Action Alternative and two Action Alternatives: permanent modifications to dam structures and removal of the temporary HESCO baskets before the end of their useful life.

The No Action Alternative is the current existing condition at the Cherokee, Fort Loudoun, Tellico, and Watts Bar dam sites. A permanent concrete mat structure has been installed in the downstream embankment of Watts Bar Dam, and HESCO baskets have been installed at Cherokee, Fort Loudoun, Tellico, and Watts Bar dams. These items would remain in place and would be maintained as needed. These temporary measures were installed to prevent floodwaters from potentially overtopping the dams and to ensure the integrity of the downstream embankments, thus increasing the public safety of downstream residents and the safety of TVA's critical nuclear facility operations.

Under the first Action Alternative, the HESCO baskets would be replaced, and permanent dam modifications would be made to each of the four dam structures. The potential modifications could include construction of concrete floodwalls, raising of earth embankments, or a combination of floodwalls and raised earth embankments. The permanent concrete mat structure in the downstream embankment of Watts Bar Dam would remain in place. Under this alternative, the potential for overtopping of the dams during a probable maximum flood event would be prevented. This would ensure that the integrity of the downstream embankments would be maintained and thereby increase the public safety of downstream residents and the safety of TVA's critical nuclear facilities.

Under the second Action Alternative, TVA would consider removal of the temporary HESCO baskets from the dam structures before the end of their useful life. The permanent concrete mat structure installed in the downstream

embankment of Watts Bar Dam would remain. This alternative is similar to the situation at the dams prior to placing the HESCO baskets on the dams as an interim solution for management of the potential maximum flood events. Under this alternative, overtopping of the dams would be possible during a very low-risk probable maximum flood event. The downstream integrity of the dam embankments could be compromised, thus jeopardizing the public safety of downstream residents and the safety of TVA's critical facilities. The analysis of this alternative would contain a discussion/justification regarding the reasons for placing the baskets on top of the dams to address this low-risk event.

**Proposed Issues To Be Addressed**

The environmental review will contain descriptions of the existing environmental and socioeconomic resources within the area that would be affected by construction, operation, and maintenance of the proposed permanent dam modifications. Evaluation of potential environmental impacts to these resources will include, but will not necessarily be limited to, the potential impacts on water quality, aquatic and terrestrial ecology, endangered and threatened species, wetlands, aesthetics and visual resources, recreation, land use, historic and archaeological resources, and socioeconomic resources. The need and purpose of the project will be described. The final range of issues to be addressed in the environmental review will be determined, in part, from scoping comments. The preliminary identification of reasonable alternatives and environmental issues in this notice is not meant to be exhaustive or final.

**Public and Agency Participation**

The environmental review is being prepared to inform decision makers and the public about the potential environmental effects of TVA's options for minimizing the potential effects of a severe flooding event predicted by revised probable maximum flood modeling. The draft EA or EIS is anticipated to be available in late summer 2011. Any changes to this schedule will be posted on the TVA Web site: <http://www.tva.com/environment/reports/index.htm>. The environmental review process will also serve to inform the public and the decision makers of the reasonable measures that would be implemented to minimize adverse impacts. Other Federal, state, and local agencies and governmental entities are invited to provide scoping comments. These agencies include, but are not limited to,

the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Tennessee Department of Environment and Conservation, and the Tennessee State Historic Preservation Officer.

The public is invited to submit comments on the scope of the environmental review no later than the date given under the **DATES** section of this notice. TVA will conduct an additional public review after the draft EA or EIS is prepared.

Dated: June 8, 2011.

**Anda A. Ray,**

*Senior Vice President, Environment and Technology.*

[FR Doc. 2011-14637 Filed 6-13-11; 8:45 am]

**BILLING CODE 8120-08-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2011-0041]

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

In accordance with Part 235 of Title 49 of the Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated April 22, 2011, the National Railroad Passenger Corporation (Amtrak) has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of a signal system. FRA assigned the petition Docket Number FRA-2011-0041.

Amtrak seeks approval of the proposed decrease of the limits of Hart Interlocking, milepost 32.7 on Amtrak's Springfield Line, Northeast Division East in Hartford, Connecticut. The proposed decrease of limits consists of moving the 2S signal on the siding south to the clearance point of the No. 12 switch adjacent to the 1S signal that is on track number 1; eliminating the 3S signal and making the No. 32 power-operated switch a hand-operated switch, which will be outside of the decreased interlocking limits.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at <http://www.regulations.gov> and in person at the Department of Transportation's Docket Operations Facility, 1200 New Jersey Ave., SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by

submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., W12-140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by July 29, 2011 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, *etc.*). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

Issued in Washington, DC on June 9, 2011.

**Robert C. Lauby,**

*Deputy Associate Administrator for Regulatory & Legislative Operations.*

[FR Doc. 2011-14733 Filed 6-13-11; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2010-0174]

#### Petition for Modification of Single Car Air Brake Test Procedures

In accordance with Part 232 of Title 49 of the Code of Federal Regulations (CFR), this document provides the public notice that by a document dated November 19, 2010, the Port Authority Trans-Hudson Corporation (PATH) has requested the Federal Railroad

Administration (FRA) grant a modification of the single car air brake test procedures as prescribed in 49 CFR 232.305(a). FRA assigned the request Docket Number FRA-2010-0174.

PATH operates a fleet of 25 flat cars in consist with revenue cars utilized as locomotives in "work" trains, where the friction brakes operate in conjunction with the RT2 system of straight air brake employed on PATH cars. The single car air brake test described in Association of American Railroads (AAR) S-486 (incorporated by reference in 49 CFR 232.305) is intended for freight cars with automatic brake systems that are significantly different than the RT2 system utilized by PATH. As such, PATH believes that a brake system inspection and testing procedure similar to that performed on PATH MU locomotives is required since a conventional AAR S-486 single car air brake test cannot be performed on these flat cars.

PATH requests a modification to the single car air brake test procedure required in 49 CFR 232.305 by the adoption of "Procedure for the Inspection/Testing of PATH Flat Cars" (05/04/11 revision), Docket Number FRA-2010-0174-0004.1; and "Procedure for the Inspection/Testing of PATH Flat Cars Addendum Brake Rigging Inspection and Slack Adjustment" (05/04/11), Docket Number FRA-2010-0174-0005.1.

Copies of these documents and the petition, as well as any written communications concerning the petition, is available for review online at <http://www.regulations.gov> and in person at the Department of Transportation's Docket Operations Facility, 1200 New Jersey Avenue, SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. All communications concerning these proceedings should identify the appropriate docket number (*e.g.*, Docket Number FRA-2010-0174) and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., W12-140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590, between 9 a.m.