

The third alternative involves construction of a new 500-kV substation in Putnam County southwest of Cookeville on a 60- to 80-acre site. As part of this alternative, TVA would acquire a 300-foot-wide right-of-way and construct, operate, and maintain two new parallel 500-kV transmission lines from the proposed substation to the TVA Roane-Wilson 500-kV Transmission Line. These new lines are expected to be less than 2 miles in length. TVA would also acquire right-of-way in order to construct, operate, and maintain four new 161-kV transmission line connections. Two of these would be a double-circuit line located on a 100-foot-wide right-of-way from the new 500-kV substation to the existing TVA Cordell Hull-West Cookeville 161-kV Transmission Line. The other two connections would also be a double-circuit line located on a 100-foot-wide right-of-way from the new 500-kV substation to the Gallatin-West Cookeville 161-kV Transmission Line. About 7 to 10 miles of new right-of-way would be needed for these connections. Additionally, the West Cookeville-South Cookeville 161-kV Transmission Line would be upgraded. New equipment would be installed at the Jamestown 161-kV Substation in Fentress County, Tennessee, and at the Monterey 161-kV Substation in Putnam County under this alternative.

New 500-kV transmission lines would likely utilize self-supporting, laced-steel towers, while new 161-kV lines would probably be mounted on single- and double-pole steel structures. Line construction would require removal of trees within the right-of-way as well as any other nearby tall trees that could endanger safe operation of the line. Construction of the 500-kV support structures would require the excavation of foundations for each of the tower legs. Cranes and other heavy equipment would be used to construct the towers and pull the electrical conductor into place. After construction, the disturbed areas would be revegetated, and the right-of-way would be maintained periodically to control the growth of tall vegetation.

After the completion of scoping, TVA will begin detailed studies for siting the substation and routing the transmission lines using maps, aerial photography, and other relevant data. When the studies have progressed sufficiently, potentially affected landowners will be contacted directly, and additional field surveys will be conducted.

The results of evaluating the potential environmental impacts and other important issues identified in the scoping process, as well as engineering

and economic considerations, will be used by TVA in identifying a Preferred Alternative. At this time, the range of alternatives TVA has identified for detailed evaluation includes the No Action Alternative and the three potential Action Alternatives described above. As analyses proceed, one or more alternatives may be eliminated due to technical infeasibility, unacceptable environmental impacts, or unreasonably high economic costs. TVA expects to evaluate multiple sites for the new substation and various routing options for new transmission lines.

Proposed Issues To Be Addressed

The EA or EIS 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 substation, transmission lines, and associated upgrades. 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, land use, historic and archaeological resources, and socioeconomic resources. The need and purpose of the project will be described. The 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 EA or EIS is being prepared to inform decision makers and the public about the potential environmental effects of TVA's options for meeting anticipated electric power demands in central Tennessee. The draft EA or EIS is anticipated to be available in late 2011. Any changes to this schedule will be posted on the TVA Web site: http://www.tva.gov/power/projects/putnam_cumb/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 a public scoping meeting on January 20, 2011. This open house meeting will begin at 3 p.m. and end at 7 p.m. CST. The meeting will be held at the Willow Place Conference Center, Cascade Hall, located at 225 North Willow Avenue, Cookeville, Tennessee. At the meeting, TVA will present overviews of the proposed project and the environmental review process, answer questions, and solicit comments on the issues of interest to the public. The meeting will be publicized through notices in local newspapers, TVA press releases, on the TVA Web site at <http://www.tva.gov/environment/reports/putnam/index.htm> and in letters to local elected officials.

Dated: January 13, 2011.

Anda A. Ray,

Senior Vice President, Environment and Technology.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on Surplus Property Release at Brunswick-Golden Isles Airport, Brunswick, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: Under the provisions of Title 49, U.S.C. Section 47153(c), notice is being given that the FAA is considering a request from the Glynn county Airport Commission to waive the requirement that a 16.84-acre parcel of surplus property, located on Glynn County Airport owned and operated land adjacent to, but separated by a public roadway, Brunswick-Golden Isles Airport, be used for aeronautical purposes.

DATES: Comments must be received on or before February 23, 2011.

ADDRESSES: Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Attn: Aimee A. McCormick, Program Manager, 1701 Columbia Ave., Campus Bldg., Ste. 2-260, Atlanta, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Steve Brian,

Airport Director of Brunswick-Golden Isles Airport at the following address: 295 Aviation Parkway, Ste. 205, Brunswick, GA 31525.

FOR FURTHER INFORMATION CONTACT: Aimee McCormick, Program Manager, Atlanta Airports District Office, 1701 Columbia Ave., Campus Bldg, Ste. 2-260, Atlanta, GA 30337-2747, (404) 305-7143. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA is reviewing a request by the Glynn County Airport Commission to release 16.84 acres of surplus property at the Brunswick-Golden Isles Airport. The property will be purchased with intent to expand an existing adjacent, compatible non-aeronautical facility with buffer land along the public roadway that currently separates it from the airport. The location of the land relative to existing or anticipated aircraft noise contours greater than 65ldn are not an issue. The net proceeds from the sale of this property will be used for airport purposes. The proposed use of this property is compatible with airport operations.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the Brunswick-Golden Isles Airport.

Issued in Atlanta, Georgia, on December 29, 2010.

Scott L. Seritt,

Manager, Atlanta Airports District Office, Southern Region.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket FTA-2011-0001]

Notice of Establishment of Emergency Relief Docket for Calendar Year 2011

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: The Federal Transit Administration (FTA) is establishing an Emergency Relief Docket for calendar year 2011 so grantees and subgrantees affected by national or regional emergencies may request relief from FTA administrative requirements set forth in FTA policy statements, circulars, guidance documents, and

regulations. By this notice, FTA is establishing an Emergency Relief Docket for calendar year 2011.

FOR FURTHER INFORMATION CONTACT: Bonnie L. Graves, Attorney-Advisor, Legislation and Regulations Division, Office of Chief Counsel, Federal Transit Administration, 1200 New Jersey Ave., SE., Room E56-306, Washington, DC 20590, phone: (202) 366-4011, fax: (202) 366-3809, or e-mail, Bonnie.Graves@dot.gov.

SUPPLEMENTARY INFORMATION: Pursuant to title 49 CFR part 601, subpart D, FTA is establishing the Emergency Relief Docket for calendar year 2011. The docket may be opened at the request of a grantee or subgrantee, or on the Administrator's own initiative. When the Emergency Relief Docket is opened, FTA will post a notice on its Web site, at <http://www.fta.dot.gov>. In addition, a notice will be posted in the docket.

In the event a grantee or subgrantee believes the Emergency Relief Docket should be opened and it has not been opened, that grantee or subgrantee may submit a petition in duplicate to the Administrator, via U.S. mail, to: Federal Transit Administration, 1200 New Jersey Ave., SE., Washington, DC 20590; via telephone, at: (202) 366-4011; or via fax, at (202) 366-3472, requesting opening of the Docket for that emergency and including the information set forth below.

All petitions for relief from administrative requirements must be posted in the docket in order to receive consideration by FTA. The docket is publicly accessible and can be accessed 24 hours a day, seven days a week, via the Internet at <http://www.regulations.gov>. Petitions may also be submitted by U.S. mail or by hand delivery to the DOT Docket Management Facility, 1200 New Jersey Ave., SE., Room W12-140, Washington, DC 20590. Any grantee or subgrantee submitting petitions for relief or comments to the docket must include the agency name (Federal Transit Administration) and docket number FTA-2011-0001. Grantees and subgrantees making submissions to the docket by mail or hand delivery should submit two copies.

In the event a grantee or subgrantee needs to request immediate relief and does not have access to electronic means to request that relief, the grantee or subgrantee may contact any FTA regional office or FTA headquarters and request that FTA staff submit the petition on its behalf.

A petition for relief shall:

(a) Identify the grantee or subgrantee and its geographic location;

(b) Specifically address how an FTA requirement in a policy statement, circular, agency guidance or rule will limit a grantee's or subgrantee's ability to respond to an emergency or disaster;

(c) Identify the policy statement, circular, guidance document and/or rule from which the grantee or subgrantee seeks relief; and

(d) Specify if the petition for relief is one-time or ongoing, and if ongoing identify the time period for which the relief is requested. The time period may not exceed three months; however, additional time may be requested through a second petition for relief.

A petition for relief from administrative requirements will be conditionally granted for a period of three (3) business days from the date it is submitted to the Emergency Relief Docket. FTA will review the petition after the expiration of the three business days and review any comments submitted thereto. FTA may contact the grantee or subgrantee that submitted the request for relief, or any party that submits comments to the docket, to obtain more information prior to making a decision. FTA shall then post a decision to the Emergency Relief Docket. FTA's decision will be based on whether the petition meets the criteria for use of these emergency procedures, the substance of the request, and the comments submitted regarding the petition. If FTA does not respond to the request for relief to the docket within three business days, the grantee or subgrantee may assume its petition is granted for a period not to exceed three months until and unless FTA states otherwise.

Pursuant to section 604.2(f) of FTA's charter rule (73 FR 2325, Jan. 14, 2008), grantees and subgrantees may assist with evacuations or other movement of people that might otherwise be considered charter transportation when that transportation is in response to an emergency declared by the President, governor, or mayor, or in an emergency requiring immediate action prior to a formal declaration, even if a formal declaration of an emergency is not eventually made by the President, governor or mayor. Therefore, a request for relief is not necessary in order to provide this service. However, if the emergency lasts more than 45 calendar days, the grantee or subgrantee shall follow the procedures set out in this notice.

FTA reserves the right to reopen any docket and reconsider any decision made pursuant to these emergency procedures based upon its own initiative, based upon information or comments received subsequent to the