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SUPPLEMENTARY INFORMATION: TVA currently receives four million tons of coal per year via rail shipment to its Kingston Fossil plant located at the confluence of the Clinch and Emory rivers in east Tennessee near the towns of Kingston and Harriman. Coal is shipped to Harriman, Tennessee by both Norfolk Southern and CSX, and is then transported over a short Norfolk Southern spur to a TVA-owned line and into the rail car storage yard at the Kingston plant. The costs associated with this additional transfer and transport over a short spur line have encouraged TVA to assess other methods of transporting the coal into the plant. Transportation system and economic studies resulted in the identification of several alternative solutions to this situation. All the feasible solutions involved the construction of a new transportation system to move coal from Harriman to the plant site.

Preliminary field evaluations have indicated that reasonable alternatives to provide this coal transport access include the use of a straight-line conveyor, a flexible conveyor, or a new rail spur terminating at the coal stockpiles. TVA will also consider the "no action" alternative which would be a continuation of shipments over the Norfolk Southern spur from Harriman.

Alternatives that are considered uneconomical or infeasible include use of barges, and a slurry pipeline. These latter alternatives would not be further assessed.

Alternative transportation system routes that have initially been identified originate primarily northeast of Harriman, parallel the Emory River for about a mile before dropping almost straight south to the plant site. TVA invites the public to comment on the initial routing alternatives and to suggest other possible alternatives.

Proposed Issues to Be Addressed

The EIS will discuss the proposed need for the project and describe the existing environmental, cultural, and recreational resources. It will describe TVA's siting and location process for the transport system and associated facilities and potential impacts on the above resources resulting from construction, operation, and maintenance. Specifically TVA will evaluate potential impacts to vegetation, wildlife, aquatic ecology, endangered and threatened species, wetlands and wetland wildlife, aesthetics and visual resources, land use, and noise associated with construction and operation of the system. These factors and others identified during the scoping process as well as engineering and economic considerations will be used to select the preferred alternative for coal transport into the plant from the CSX line.

Scoping Process

The scoping process will include interagency and public scoping. The public is invited to submit written comments on the scope of this analysis by June 30 and/or attend the public meeting that will be announced in area news media prior to the meeting. Federal and state agencies to be included in the interagency scoping are: U.S. Army Corps of Engineers; the U.S. Coast Guard, the U.S. Fish and Wildlife Service; and various State of Tennessee agencies including the Tennessee Wildlife Resources Agency, the Department of Environment and Conservation, and the Tennessee Historical Commission, among others.

Based on the scoping comments, TVA will develop a range of alternatives to be assessed in the EIS. Following analysis of the environmental consequences of each alternative, TVA will prepare a draft EIS for public review and comment. Notice of availability of the draft EIS will be announced, comments on the draft solicited, and information about possible future public meetings will be published at a future date. TVA expects to release a final EIS in mid 1996.

Dated: May 12, 1995.

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