capacity for additional CCR storage onsite and will need to consider additional options for storage. TVA has further determined that either the construction of a new CCR storage area or hauling CCR to an existing permitted landfill are the most reasonable alternatives. Alternative site locations for a CCR storage suitable for meeting TVA's needs and objectives will also be considered. However, based on preliminary analysis there are unlikely to be any other alternatives that have fewer impacts than the proposed location adjacent to BRF. Additionally, the EIS will consider a ''No Action'' Alternative under which TVA would not seek additional storage capacity for CCR from BRF.

No decision has been made about CCR disposal beyond the current available onsite capacity. TVA is preparing this EIS to inform decision makers, other agencies, and the public about the potential for environmental impacts associated with a decision to dispose of CCR generated from BRF. The draft EIS will be made available for public comment. In making its final decision, TVA will consider the analyses in this EIS and substantive comments that it receives. A final decision on proceeding with construction and operation will depend on a number of factors, including the results of the EIS, engineering and risk evaluations, and financial considerations.

**Preliminary Identification of Environmental Issues**

This EIS will analyze potential impacts on the quality of the human and natural environment resulting from disposal of CCRs through the construction and operation of a new CCR storage area, utilizing existing permitted sites, and other reasonable alternatives. The impact analyses will include, but are not necessarily limited to:

- Water resources (surface water, groundwater quality, and use);
- vegetation;
- wildlife;
- aquatic ecology;
- endangered and threatened species;
- floodplains and wetlands;
- geology;
- land use;
- transportation;
- recreational and managed areas;
- visual resources;
- archaeological and historic resources;
- solid and hazardous waste;
- public health and safety;
- noise;
- air quality and climate change; and
- socioeconomics and environmental justice.

These and other important issues identified during the scoping process will be addressed as appropriate in the EIS.

**Public Participation**

This EIS is being prepared to provide the public an opportunity to comment on TVA's assessment of the potential environmental impacts of constructing and operating a new CCR storage area or utilizing an existing permitted site for the disposal of CCR from BRF. Applicable regulations require an early and open process for deciding what should be discussed in an EIS. Known as ''scoping,'' this process involves requesting and using comments from the public, interested agencies, and recognized Native American tribes to help identify the issues and alternatives that should be addressed in the EIS, as well as the temporal and geographic coverage of the analyses.

The public is invited to submit comments on the scope of this EIS no later than the date given under the **DATES** section of this notice. Any comments received, including names and addresses, will become part of the administrative record and will be available for public inspection.

After consideration of the comments received during this scoping period, TVA will develop and distribute a document that will summarize public and agency comments that were received and identify the issues and alternatives to be addressed in the EIS and identify the schedule for completing the EIS process. Following analysis of the issues, TVA will prepare a draft EIS for public review and comment. Notice of availability of the draft EIS will be published by the U.S. Environmental Protection Agency in the **Federal Register**. The public, governmental agencies, and recognized Native American tribes will be invited to submit comments on the draft EIS. TVA expects to release a draft EIS in Summer 2016 and the final EIS is expected to be issued in 2017.

**Wilbourne (Skip) C. Markham,**

*Director.*

[FR Doc. 2015–12305 Filed 5–20–15; 8:45 am]

**BILLING CODE 8120–08–P**

## OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

**[Dispute No. WT/DS489]**

### WTO Dispute Settlement Proceeding Regarding Certain Measures Providing Export-Contingent Subsidies to Enterprises in Several Industrial Sectors in China; Correction

**AGENCY:** Office of the United States Trade Representative.

**ACTION:** Notice; Correction.

**SUMMARY:** On Tuesday, May 12, 2015 (80 FR 27225), the Office of the United States Trade Representative (''USTR'') published a notice titled WTO Dispute Settlement Proceeding Regarding Certain Measures Providing Export-Contingent Subsidies to Enterprises in Several Industrial Sectors in China. Subsequent to the publication of that notice, USTR discovered an error in the published notice. This notice corrects that error.

**DATES:** This correction is effective immediately.

**FOR FURTHER INFORMATION CONTACT:** Arthur Tsao, Assistant General Counsel, Office of the United States Trade Representative, (202) 395–3150.

**SUPPLEMENTARY INFORMATION:** On page 27225, make the following correction: In the **DATES** section, in the fifth line, ''May 12, 2015'' should read ''June 11, 2015.''

**Juan A. Millán,**

*Acting Assistant United States Trade Representative for Monitoring and Enforcement.*

[FR Doc. 2015–12279 Filed 5–20–15; 8:45 am]

**BILLING CODE 3290–F5–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### Notice of Opportunity for Public Comment on Surplus Property Release at Lewistown Municipal Airport, in Lewistown, MT

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Request for public comments.

**SUMMARY:** Under the provisions of Title 49, U.S.C. Section 47153(d), notice is being given that the FAA is considering a request from Fergus County, MT, and the City of Lewistown, MT, to waive the surplus property requirements for approximately 5.82 acres of airport property located at Lewistown Municipal Airport, in Lewistown, MT.

Approximately 3.43 acres of the subject parcel is currently part of the

right of way for West Main Street. An additional 0.84 acres is proposed for right of way along West Main Street, and 1.55 acres is proposed for right of way along Airport Road. These portions of the subject parcel are currently vacant. It has been determined through study and master planning that the subject parcel will not be needed for aeronautical purposes. The proceeds of the sale will be used exclusively for developing, improving, operating, or maintaining the Lewistown Municipal Airport.

**DATES:** Comments must be received on or before June 22, 2015.

**ADDRESSES:** Send comments on this document to Mr. Steve Engebrecht at the Federal Aviation Administration, 2725 Skyway Drive, Suite 2, Helena, MT, 59601, Telephone 406–449–5271.

**FOR FURTHER INFORMATION CONTACT:** Documents are available for review by appointment by contacting Mr. Steve Engebrecht, Telephone 406–449–5271 or by contacting Mr. Jason Garwood, Federal Aviation Administration, 2725 Skyway Drive, Suite 2, Helena, MT 59601, Telephone 406–449–5271.

Issued in Helena, Montana, on May 15, 2015.

**David S. Stelling,**

*Manager, Helena Airports District Office.*

[FR Doc. 2015–12373 Filed 5–20–15; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

**[Docket No. FRA–2012–0033]**

### Notice of Intent to Grant a Buy America Waiver to the Long Island Rail Road for the Purchase of Seven U.S.-Made Turnouts Containing Four Non-Domestic Components

**AGENCY:** Federal Railroad Administration (FRA), United States Department of Transportation (DOT).

**ACTION:** Notice of intent to grant Buy America waiver.

**SUMMARY:** FRA is issuing this notice to advise the public that it intends to grant the Long Island Rail Road (LIRR), a subsidiary of the Metropolitan Transportation Authority, a waiver from FRA's Buy America requirement under 49 U.S.C. 24405(a)(2)(B) for the purchase of seven (7) turnouts manufactured by VAE Nortrak North America, Inc. at its plant in Birmingham, Alabama, for use in the LIRR North East Corridor Congestion Relief Project at Harold Interlocking. The turnouts will contain four components (ZU1–60 steel left and right switch point rail sections and Schwihag roller assemblies and plates) not produced in the U.S. The roller assemblies and plates are manufactured in Switzerland, and the ZUl-60 steel switch point rail sections are manufactured in Austria. The foreign material comprises approximately 11.9 percent of the turnouts' $3.1 million cost or approximately $367,000. FRA believes a waiver is appropriate under 49 U.S.C. 24405(a)(2)(B) for the ZUI–60 steel switch point rail sections and roller assemblies and plates because domestically-produced components meeting the specific needs of LIRR are not currently ''produced in sufficient and reasonably available amount or are not of a satisfactory quality.''

**DATES:** Written comments on FRA's determination to grant LIRR's Buy America waiver request should be provided to the FRA on or before May 26, 2015.

**ADDRESSES:** Please submit your comments by one of the following means, identifying your submissions by docket number FRA–2012–0033. All electronic submissions must be made to the U.S. Government electronic site at *http://www.regulations.gov.* Commenters should follow the instructions below for mailed and hand-delivered comments.

(1) *Web site: http://www.regulations.gov.* Follow the instructions for submitting comments on the U.S. Government electronic docket site;

(2) *Fax:* (202) 493–2251;

(3) *Mail:* U.S. Department of Transportation, 1200 New Jersey Avenue SE., Docket Operations, M–30, Room W12–140, Washington, DC 20590–0001; or

(4) *Hand Delivery:* Room W12–140 on the first floor of the West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: All submissions must make reference to the ''Federal Railroad Administration'' and include docket number FRA–2012–0033. Due to security procedures in effect since October 2001, mail received through the U.S. Postal Service may be subject to delays. Parties making submissions responsive to this notice should consider using an express mail firm to ensure the prompt filing of any submissions not filed electronically or by hand. Note that all submissions received, including any personal information therein, will be posted without change or alteration to *http://www.regulations.gov.* For more information, you may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477), or visit *http://www.regulations.gov.*

**FOR FURTHER INFORMATION CONTACT:** Mr. John Johnson, Attorney-Advisor, FRA Office of Chief Counsel, 1200 New Jersey Avenue SE., Mail Stop 25, Washington, DC 20590, (202) 493–0078, *John.Johnson@dot.gov.*

**SUPPLEMENTARY INFORMATION:**

The letter granting LIRR's request is quoted below:

Mr. Carl Cipriano
Manager-Procurement East Side Access
Long Island Rail Road
90–27 Sutphin Boulevard
3 Floor, MC 0335
Jamaica, NY 11435

Re: Request for Waiver of Buy America Requirement

Dear Mr. Cipriano:

As you are aware, on August 21, 2014, the Long Island Rail Road (LIRR) requested a waiver from FRA's Buy America requirement to purchase twenty-two (22) turnouts (Turnouts) manufactured by VAE Nortrak North America, Inc. (Nortrak) for use in the LIRR North East Corridor (NEC) Congestion Relief Project at Harold Interlocking (Harold Interlocking Project).

In February 2015, LIRR withdrew its request for the full twenty-two (22) Turnouts and amended its request to only seven (7) Turnouts. Those 7 Turnouts will be manufactured by Nortrak at its plant in Birmingham, Alabama, but will contain four components (ZU1–60 steel left and right switch point rail sections and Schwihag roller assemblies and plates) that are not produced in the U.S. Instead, the roller assemblies and plates are manufactured in Switzerland and the ZUl-60 steel switch point rail sections are manufactured in Austria. The foreign material comprises approximately 11.9 percent of the Turnouts' $3.1 million cost or approximately $367,000.

LIRR amended its request because it determined that an alternative turnout design that Union Pacific railroad is using could potentially provide LIRR with a 100-percent FRA Buy America compliant turnout for future use at Harold Interlocking. However, LIRR asserts that an alternative design will require significant work before LIRR can integrate it into LIRR's infrastructure, including use for Harold Interlocking. This work includes development of a new configuration; preparation of shop drawings; and preparation, review and