

State	Project name—location	NOI date	Rescinded date
MD	MD 4 from MD 2 to MD 235 (Thomas Johnson Memorial Bridge)—Calvert and St. Mary's Counties.	10/22/2007	6/4/2010
MN	Tier I EIS—33rd Street Corridor between TH 15 and TH 10—Sherburne and Stearns Counties.	12/26/2002	1/7/2010
MO	US Route 65 Relocation Project—Benton County	4/20/1994	2/27/2006
MO	Transportation Improvements Project—Jefferson County ..	12/19/2007	6/29/2009
MO	Route 47 Transportation System Improvements—Warren and Franklin Counties.	4/22/2008	6/1/2010
NJ	South Branch Parkway—Hunterdon County	11/24/2006	6/30/2009
NY	Route 531 Extension—Monroe County	1/14/2005	6/21/2010
OR	Harmony Road—Clackamas County	4/9/2007	4/5/2010
TN	State Route 91 Improvements in Elizabethton—Carter County.	2/2/2007	6/4/2010
TX	SH 35 Roadway between Bellfort Road and FM 1462—Harris and Brazoria Counties.	10/30/2003	3/3/2010
WA	BNSF Railway Mainline Kelso-Martin's Bluff Rail Project ...	4/2/2001	7/20/2009

*Date of Draft EIS, original NOI date unknown.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: July 6, 2010.

Gregory N. Nadeau,
Deputy Administrator.

[FR Doc. 2010–18318 Filed 7–26–10; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2000–7257; Notice No. 62]

Railroad Safety Advisory Committee; Notice of Meeting

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

ACTION: Announcement of Railroad Safety Advisory Committee (RSAC) Meeting.

SUMMARY: FRA announces the forty-second meeting of the RSAC, a Federal advisory committee that develops railroad safety regulations through a consensus process. The RSAC meeting topics will include opening remarks from the FRA Administrator, and status reports will be provided by the Passenger Hours of Service, Training Standards, Track Safety Standards, Passenger Safety, and Medical Standards Working Groups. Status updates will be provided on the following tasks arising out of the Rail Safety Improvement Act of 2008 (RSIA): Positive Train Control, Railroad Bridge Safety Management, Conductor Certification, and a possible new task regarding Dark Territory may be presented to the committee for approval.

This agenda is subject to change, including the possible addition of further proposed tasks under the RSIA.

DATES: The meeting of the RSAC is scheduled to commence at 9:30 a.m. on Thursday, September 23, 2010, and will adjourn by 4:30 p.m.

ADDRESSES: The RSAC meeting will be held at the National Association of Home Builders National Housing Center, 1201 15th Street, NW., Washington, DC 20005. The meeting is open to the public on a first-come, first-served basis, and is accessible to individuals with disabilities. Sign and oral interpretation can be made available if requested 10 calendar days before the meeting.

FOR FURTHER INFORMATION CONTACT: Larry Woolverton, RSAC Administrative Officer/Coordinator, FRA, 1200 New Jersey Avenue, SE., Mailstop 25, Washington, DC 20590, (202) 493–6212; or Robert Lauby, Deputy Associate Administrator for Regulatory and Legislative Operations, FRA, 1200 New Jersey Avenue, SE., Mailstop 25, Washington, DC 20590, (202) 493–6302.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463), FRA is giving notice of a meeting of the RSAC. The RSAC was established to provide advice and recommendations to FRA on railroad safety matters. The RSAC is composed of 54 voting representatives from 31 member organizations, representing various rail industry perspectives. In addition, there are non-voting advisory representatives from the agencies with railroad safety regulatory responsibility in Canada and Mexico, the National Transportation Safety Board, and the Federal Transit Administration. The diversity of the Committee ensures the requisite range of views and expertise necessary to discharge its responsibilities. See the

RSAC Web site for details on prior RSAC activities and pending tasks at: <http://rsac.fra.dot.gov>. Please refer to the notice published in the **Federal Register** on March 11, 1996 (61 FR 9740) for additional information about the RSAC.

Issued in Washington, DC on July 21, 2010.

Robert C. Lauby,
Deputy Associate Administrator for
Regulatory and Legislative Operations.

[FR Doc. 2010–18320 Filed 7–26–10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Acceptance

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Philadelphia Division of Aviation for Philadelphia International Airport (PHL) under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements.

DATES: *Effective Date:* The effective date of the FAA's determination on the noise exposure maps is June 1, 2010.

FOR FURTHER INFORMATION CONTACT: Edward S. Gabsewics, CEP, Environmental Protection Specialist, FAA Harrisburg Airports District Office, 3905 Hartzdale Avenue, Suite 508, Camp Hill, PA 17011, 717–730–2832.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise Exposure maps submitted for Philadelphia International Airport (PHL) are in compliance with Applicable requirements of Part 150,

effective June 1, 2010. Under 49 U.S.C. Section 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the City of Philadelphia Division of Aviation. The documentation that constitutes the "Noise Exposure Maps" as defined in Section 150.7 of Part 150 includes the following from the PHL FAR Part 150 Noise Exposure Map Update Report:

- *Figure 1: 2008 Existing Baseline Noise Exposure Map.*
- *Figure 2: 2013 Future Baseline Noise Exposure Map.*
- *Section 1: Appendix C, D and E—Consultation requirements.*
- *Section 2: Land Use Analysis.*
- *Section 3: 2008 Existing Baseline Noise Exposure Map and data requirements.*
- *Table 3-1: 2008 Existing Baseline Annual Average Day Operations.*
- *Table 3-3: 2008 Existing Baseline Runway Utilization.*
- *Table 3-4: 2008 Flight Track Utilization.*
- *Section 4: 2013 Future Baseline Noise Exposure Map and data requirements.*
- *Table 4-1: 2013 Future Baseline Annual Average Day Operations.*
- *Table 4-2: 2013 Future Baseline Runway Utilization.*
- *Table 4-4: 2013 Flight Track Utilization.*

The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on June 1,

2010. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration's Harrisburg Airports District Office located at 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011, Monday–Friday 8 a.m.–4:30 p.m.

Philadelphia International Airport's Office of the Noise Abatement Program Manager (Jonathan D. Collette) located at 2801 Island Avenue, Suite 13, Philadelphia, PA 19153, Monday–Friday 8 a.m.–4 p.m.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Camp Hill, Pennsylvania, June 1, 2010.

Lori K. Pagnanelli,

Manager, Harrisburg Airports District Office.

[FR Doc. 2010-17979 Filed 7-26-10; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In June 2010, there were six applications approved. Additionally, eight approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: County and City of Spokane, Washington.

Application Number: 10-08-C-00-GEG.

Application Type: Impose and use a PFC. PFC LEVEL: \$4.50.

Total PFC Revenue Approved in This Decision: \$850,000.

Earliest Charge Effective Date: August 1, 2012.

Estimated Charge Expiration Date: October 1, 2012.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Project Approved for Collection and Use: Master plan update.

Decision Date: June 4, 2010.

FOR FURTHER INFORMATION CONTACT:

Trang Tran, Seattle Airports District Office, (425) 227-1662.

Public Agency: City of Presque Isle, Maine.

Application Number: 10-02-C-00-PQI.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$353,298.

Earliest Charge Effective Date: August 1, 2010.

Estimated Charge Expiration Date: January 1, 2018.