

2. The effects on rail operations, specifically the movement of freight, of the proposed rehabilitation or repair.

3. The likelihood of continued railroad operations on the track that is proposed to be repaired or rehabilitated for more than three years after project work is complete.

Requirements for Grant Applications: The following points describe the minimum content which will be required in grant applications. These requirements may be satisfied through a narrative statement submitted by the applicant and supported by spreadsheet documents, tables, drawings, and other materials, as appropriate. Each grant application must:

1. Designate a point of contact for the applicant and provide his or her name, title, and contact information, including phone number, mailing address and e-mail address. The point of contact must be an employee of the applicant.

2. Include an explanation of why the project is an eligible project and a thorough discussion of how the project meets all of the selection criteria, as listed below:

a. The inability of the Class II or Class III railroad to fund the project without Federal grant funding.

b. The effects on rail operations, specifically the movement of freight, of the proposed rehabilitation or repair.

c. The likelihood of continued railroad operations on the track that is proposed to be repaired or rehabilitated for more than three years after project work is complete.

3. Identify all funds (including amounts) received from other Federal and/or State disaster relief programs that directly benefited the project(s) for which funds are being sought under this Program, or demonstrate that all such efforts at procuring such funding have failed or been exhausted. This demonstration should include a recitation of specific Federal and State disaster relief programs investigated by the applicant. Among the Federal programs which the applicant might investigate are those administered by the Federal Emergency Management Administration, the Small Business Administration, the Federal Highway Administration, and the U.S. Department of Agriculture.

4. Include the completed forms:

(a) Standard Form 424, "Application for Federal Assistance," Standard Form 424C, "Budget Information for Construction Programs," Standard Form 424D, "Assurances—Construction Programs."

(b) The relevant sections of the most recent audit performed in compliance with OMB Circular A-133, if available.

Information on Circular A-133 can be found at <http://www.whitehouse.gov/omb/circulars/a133/a133.html>.

(c) Signed copies of FRA's Additional Assurances and certifications, available at <http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf>.

5. Include a detailed description of the scope of work, budget and schedule and ensure that they are consistent. Describe the proposed project's physical location, mile-post limits, and include any drawings, plans, or schematics that have been prepared relating to the proposed project.

If funding requested under this Program is only going to support a portion of the overall rehabilitation and repair of the applicant's project, describe the complete project, and specify in detail which portion will involve Federal funding. In addition, FRA strongly encourages applicants to estimate complete project costs and explain how the Class II and Class III railroad on whose property the project is located will finance the complete project.

6. The budget for the cost of the project should, to the extent possible, be separated into the following categories: (1) Administrative; (2) Engineering fees; (3) Demolition and removal; (4) Construction labor, supervision, and management; (5) Equipment; (6) Materials, by type (e.g. ties, rail, ballast, signals, and switches); (7) Contingencies; and (8) Inspection fees. Costs may be reimbursed as long as expenditures were incurred after the date of the natural disaster.

7. Describe the source and amount of non-Federal funds, broken down by cash, equipment, or supplies.

8. Describe proposed project implementation and include an overview of project management arrangements.

9. For the railroad(s) operating on the infrastructure proposed to be rehabilitated or repaired, describe the frequency of service, axle-load limits, and estimated railroad gross ton miles for the first full year after completion of the project.

10. Provide an overview of all work done to date to rehabilitate and repair damage caused by the natural disaster.

11. Describe the status or progress toward completing any environmental documentation or clearance for the proposed project under the National Environmental Policy Act, the National Historic Preservation Act, section 4(f) of the DOT Act, or other applicable Federal or State environmental impact assessment laws. FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999) describes

FRA's process for the assessment of environmental impacts and the preparation and processing of appropriate documents. That document is available online at <http://www.fra.dot.gov/us/content/166>. For projects that may be categorically excluded from detailed environmental review, as discussed in FRA's Procedures Section 4(c), categorical exclusion worksheets are available at: <http://www.fra.dot.gov/us/content/1606>. Applicants are encouraged to contact FRA as early as possible to discuss the environmental review process.

Format: Excluding spreadsheets, drawings, and tables, the narrative statement for grant applications may not exceed ten pages in length. With the exclusion of oversized engineering drawings (which may be submitted in hard copy to the FRA at the address indicated above), all application materials should be submitted as attachments through Grants.Gov. Spreadsheets consisting of budget or financial information should be submitted via Grants.Gov as Microsoft Excel (or compatible) documents.

Issued in Washington, DC, on September 30, 2009.

Mark E. Yachmetz,

Associate Administrator for Railroad Development.

[FR Doc. E9-24182 Filed 10-6-09; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at the Tacoma Narrows Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Request to Release Airport Property.

SUMMARY: The FAA proposes to rule and invite public comment on the release of land at the Tacoma Narrows Airport under the provisions of section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

DATES: Comments must be received on or before November 13, 2009.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Ms. Carol Suomi, Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Seattle Airports District Office, 1601 Lind Ave SW., Suite 250, Renton, WA 98057.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Michael D. Esher, Airports/Ferry Administrator, Department of Public Works and Utilities, 9850 64th Street West, University Place, WA 98467.

FOR FURTHER INFORMATION CONTACT: Mr. Roman Piñon, Project Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Seattle Airports District Office, 1601 Lind Ave SW., Suite 250, Renton, WA 98057.

The request to release property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release property at the Tacoma Narrows Airport under the provisions of the AIR 21.

On July 6, 2009, the FAA determined that the request to release property at the Tacoma Narrows Airport submitted by Peninsula Metropolitan Park District (PenMet Parks) met the procedural requirements of the Federal Aviation Regulations, part 155. The FAA may approve the request, in whole or in part, no later than November 13, 2009.

The following is a brief overview of the request: The Tacoma Narrows Airport requests the release of 79.00 acres of non-aeronautical airport property to PenMet Parks, Gig Harbor/Pierce County, Washington. The purpose of this release is to allow PenMet Parks to own, manage and operate the Madrona Golf Course for the benefit of the public. The property will remain subject to the restrictions associated with the aviation reserve designation and will therefore; have no consequence to the airport.

Any person may inspect the request by appointment at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, inspect the application, notice and other documents germane to the application in person at the Tacoma Narrows Airport, 1202 26th Ave NW., Gig Harbor, WA 98335.

Issued in Renton, Washington on September 28, 2009.

Karen Miles,

Acting Manager, Seattle Airports District Office.

[FR Doc. E9-24225 Filed 10-6-09; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

TIME AND DATE: November 12, 2009, 12 noon to 3 p.m., Eastern Daylight Time.

PLACE: This meeting will take place telephonically. Any interested person may call Mr. Avelino Gutierrez at (505) 827-4565 to receive the toll free number and pass code needed to participate in these meetings by telephone.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Issued on: October 1, 2009.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. E9-24303 Filed 10-5-09; 4:15 pm]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration (FAA)

[Docket No. FAA-2008-0221]

Operating Limitations at Newark Liberty International Airport

ACTION: Notice of order extending and modifying the limitations on scheduled operations at Newark Liberty International Airport.

SUMMARY: The FAA is amending the May 15, 2008, order limiting the number of scheduled aircraft operations at Newark Liberty International Airport (EWR) during peak operating hours (May 2008 order).¹ The amendment extends the May 2008 order by approximately two years, through October 29, 2011. In addition, because the amendment extends the May 2008 order's duration, the amendment clarifies that the FAA will not allocate new or returned capacity under the

¹ Order Limiting Scheduled Operations at Newark Liberty International Airport, 73 FR 29,550 (May 21, 2008).

order via the auction procedure that the order originally described.

If you wish to review the background documents or comments received in this proceeding, you may go to <http://www.regulations.gov> at any time and follow the online instructions for accessing the electronic docket. You may also go to the U.S. Department of Transportation's Docket Operations in Room W12-140 on the ground floor of the West Building at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

DATES: These amendments to the May 2008 order are effective immediately upon publication in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: James W. Tegtmeier, Associate Chief Counsel for the Air Traffic Organization; telephone—(202) 267-8323; e-mail—james.tegtmeier@faa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

On June 5, 2009, the FAA published a notice that invited comments on its proposal to extend the May 2008 order limiting scheduled operations at EWR.² At the time, the May 2008 order was scheduled to expire on October 24, 2009. For the reasons described in the notice, it was unrealistic to expect a long-term rule to take effect and control the significant congestion-related delays that the FAA anticipated would occur at EWR if the May 2008 order were to expire as originally scheduled. Given the uncertainty over when a final rule would take effect and the impending expiration of the May 2008 order, the FAA proposed to extend the May 2008 order for approximately one year.

The FAA expected the one-year extension of the May 2008 order to serve as at least a partial bridge to the implementation of a long-term measure to control congestion and related delays at EWR. The FAA received written submissions on the proposal from seven commenters. The commenters include four scheduled carriers, two industry organizations, and the airport operator.

II. Summary and Analysis of the Comments

A. Amended Duration

Five of the seven commenters express support for an extension of the May 2008 order to prevent a return of the congestion-related delays that passengers previously experienced at EWR. Although the FAA proposed an

² 74 FR 27,060.