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**Authority:** 44 U.S.C. 3501–3520.

Issued in Washington, DC on April 28, 2010.

**Kimberly Coronel,**

*Director, Office of Financial Management, Federal Railroad Administration.*

[FR Doc. 2010–10446 Filed 5–3–10; 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 Reading Regional Airport, Reading, PA**

**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 Reading Regional Airport, Reading, Pennsylvania under the provisions of Section 47125(a) of Title 49 United States Code (U.S.C.).

**DATES:** Comments must be received on or before June 3, 2010.

**ADDRESSES:** Comments on this application may be mailed or delivered to the following address:

Terry P. Sroka, Manager, Reading Regional Airport Authority, 2501 Bernville Road, Reading, PA 19605,

and at the FAA Harrisburg Airports District Office:

Lori K. Pagnanelli, Manager, Harrisburg Airports District Office, 3905 Hartzdale Dr., Suite 508, Camp Hill, PA 17011.

**FOR FURTHER INFORMATION CONTACT:** Rick Harner, Program Manager Harrisburg Airports District Office location listed above. 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 Reading Regional Airport under the provisions of Section 47125(a) of Title 49 U.S.C. On March 30, 2010, the FAA determined that the request to release property at the Reading Regional Airport submitted by the Reading Regional Airport Authority (Authority) met the procedural requirements.

*The following is a brief overview of the request:*

The Reading Regional Airport Authority requests the release of real property totaling 154.93 acres (Lot #1), excluding 2.54 acres (Lot #5 Reading Regional Airport Waste Water Treatment Plant), of non-aeronautical airport property to Berks County Industrial Development Authority. The property was transferred to the City of Reading through the Surplus Property Act of 1944 via the Quit Claim Deed. A portion of the property is currently leased to a private company, which will be transferred to the buyer. The property is located on the east side of the airport and is bordered by Aviation Road running east and turning north. The purpose of this release is to allow the Reading Regional Airport Authority to sell the subject land that does not serve any aeronautical purpose at the airport. There are no impacts to the Airport and the land is not needed for airport development as shown on the Airport Layout Plan. Any proceeds from the sale of property are to be used for the capital and operating costs of the airport.

Any person may inspect the request by appointment at the FAA office address listed above. Interested persons are invited to comment on the proposed release from obligations. All comments will be considered by the FAA to the extent practicable.

Issued in Camp Hill, Pennsylvania, April 26, 2010.

**Lori K. Pagnanelli,**

*Manager, Harrisburg Airports District Office.*

[FR Doc. 2010–10319 Filed 5–3–10; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Commercial Space Transportation Grant Program**

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

**ACTION:** Notice of request for grant proposals for the Commercial Space Transportation Grant Program.

**SUMMARY:** The FAA’s Office of Commercial Space Transportation (AST) requests grant proposals pursuant to its newly funded Commercial Space Transportation Grant Program. This program has an initial appropriation of \$500,000 to be used for space transportation infrastructure projects. The FAA desires to award the appropriated funds before the end of fiscal year 2010. The FAA will review and evaluate all applications for a grant under 49 U.S.C. chapter 703 (Chapter 703). The FAA may make one or more grant awards based upon its evaluations of the grant proposals. All grants awarded under this program are discretionary awards.

**DATES:** Commercial Space Transportation Grant applications are due on or before July 6, 2010.

**ADDRESSES:** You can get more information about the Commercial Space Transportation Grant Program by:

1. Accessing the Office of Commercial Space Transportation Web site at <http://www.faa.gov/go/ast>; and
2. Contacting Glenn Rizner or Michael McElligott, AST–100, or for legal questions, Laura Montgomery, AGC–200, 800 Independence Avenue, SW., Washington, DC 20591;

	Phone	Email	FAX
Glenn Rizner .....	202–267–3194	<a href="mailto:Glenn.H.Rizner@faa.gov">Glenn.H.Rizner@faa.gov</a> .....	202–267–5463
Michael McElligott .....	202–267–7859	<a href="mailto:Michael.McElligott@faa.gov">Michael.McElligott@faa.gov</a> .....	202–267–5463
Laura Montgomery .....	202–267–3150	<a href="mailto:Laura.Montgomery@faa.gov">Laura.Montgomery@faa.gov</a> .....	202–267–7971

**SUPPLEMENTARY INFORMATION:**

**Background**

One of the main purposes of the Commercial Space Transportation Grant Program is to ensure the resiliency of the space transportation infrastructure in the United States. To help further the

United States’ goals, Congress established a Space Transportation Infrastructure Grant program under 49 U.S.C. Subtitle IX—Commercial Space Transportation—Chapter 703—Space Transportation Infrastructure Matching Grants, Section 70305, Authorization of

appropriations. Public Law (Pub. L.) 103–272, Sec. 1(e), 108 Stat. 1345 (July 5, 1994). This legislation authorizes the use of Federal monies in conjunction with matching state, local government, and private funds.

Although the Congressional authorization has been in effect for some

time, FY 2010 is the first year Federal funds have been appropriated. The Consolidated Appropriations Act for 2010 (Pub. L. 111–117) appropriated \$500,000.00 for the FAA's Commercial Space Transportation Grant program. The FAA's Office of Commercial Space Transportation is responsible for overseeing the program. Although the FAA will be developing more detailed guidance to administer this program, the FAA intends to disburse these funds on or before August 31, 2010. Accordingly, applicants must submit their grant proposals by July 6, 2010, which will fall before more detailed guidance becomes available.

### The Commercial Space Transportation Grant Program

The Commercial Space Transportation Grant Program is intended to “ensure the resiliency of the space transportation infrastructure of the United States \* \* \*” 49 U.S.C. 70302. Development projects eligible for funding include technical and environmental studies; construction, improvement, and design and engineering of space transportation infrastructure, including facilities and associated equipment; and real property to meet the needs of the United States commercial space transportation industry.

### Who May Apply for a Commercial Space Transportation Grant

The FAA may make project grants to sponsors. 49 U.S.C. 70303(a). Chapter 703 defines a sponsor as a public agency that submits an application for a project grant. 49 U.S.C. 70301(6). A public agency is a State or an agency of a State, a political subdivision of a State, or a tax-supported organization. 49 U.S.C. 70301(5).

### How To Apply for a Commercial Space Transportation Grant

Applicants for grants under the Commercial Space Transportation Grant Program must submit grant proposals to the FAA AST. A complete SF–424, Application for Federal Assistance (OMB Number 4040–0004) is a component of all grant proposals. SF–424 forms are available on the Grants.gov Web site: [http://www.grants.gov/agencies/afoms\\_repository\\_information.jsp](http://www.grants.gov/agencies/afoms_repository_information.jsp). In addition, a grant applicant should use SF–424A for non-construction proposals or SF–424C for construction proposals. These forms request specific applicant information, proposed project information, and an estimate of project funding and duration. The grant proposal should detail how the

proposed project meets the requirements of Chapter 703. In addition, the forms request detailed and thorough project budget information. The Commercial Space Transportation Grant Program will not fund more than 50% of the total project cost, and project financing must include a private component of at least 10% of the total project cost. 49 U.S.C. 70302.

Given that the FAA may award multiple grants, the grant proposals may include multiple or alternative funding proposals for financing the proposed project. Applicants may submit multiple grant proposals.

The grant proposal should also indicate how applicable environmental requirements were or will be satisfied. See *Guidelines for Compliance with the National Environmental Policy Act and Related Environmental Review Statutes for the Licensing of Commercial Launches and Launch Sites*; [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/environmental/review](http://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/review).

Applicants must submit an original plus three copies of the completed grant proposal to: Federal Aviation Administration, Office of Commercial Space Transportation, Space Systems Development Division (AST–100), 800 Independence Avenue, SW., Suite 331, Washington, DC 20591.

Grant proposals are due on or before July 6, 2010. Given the time constraints on the FAA to award its grants, there will be no allowance for extensions of time.

### Grant Application Review

The FAA will review grant proposals using the criteria of Chapter 703 and will consider the following factors in its evaluation:

1. The contribution of the project to industry capabilities that serve the United States Government's space transportation needs;
  2. The extent of industry's financial contribution to the project;
  3. The extent of industry's participation in the project;
  4. The positive impact of the project on the international competitiveness of the United States space transportation industry;
  5. The extent of State contributions to the project; and
  6. The impact of the project on launch operations and other activities at Government launch ranges.
- 49 U.S.C. 70303(b). All grant awards made under this program are discretionary. The FAA may approve an application only if satisfied that—
1. The project will contribute to ensuring the resiliency of the space

transportation infrastructure of the United States;

2. The project is reasonably consistent with plans of public agencies that are authorized by the State in which the project is located and responsible for development of the surrounding area;

3. The consent of the head of the appropriate agency for the use of any government property has been obtained;

4. The project will be completed without unreasonable delay;

5. The sponsor has the legal authority to engage in the project.

49 U.S.C. 70303(c). Additionally, the FAA may make a project grant only if at least 10 percent of the total cost of the project will be paid by the private sector and the grant will not be for more than 50 percent of the total cost of the project. 49 U.S.C. 70302(b). Applicants should submit the information necessary for the FAA to make these determinations as part of their applications.

### Environmental Requirements

Approval of grant funding is a federal action subject to review under the National Environmental Policy Act of 1969, 42 U.S.C. 4321 *et seq.*, as implemented by the regulations of the Council on Environmental Quality at 40 CFR part 1500 and FAA Order 1050.1E, and other Federal environmental laws. Because of this, the FAA anticipates that it may be most cost-effective for applicants who have already undergone a NEPA review to apply for a grant this fiscal year. For example, a launch site that has already received a license to operate will have conducted a NEPA review. The launch site operator could seek a grant for projects that the FAA approved as part of that license.

Under 49 U.S.C. 70304, infrastructure development projects selected for a Commercial Space Transportation Grant must meet three additional environmental requirements. First, such projects must provide for the protection and enhancement of the natural resources and the quality of the environment of the United States. Specifically, if a project will have a significant adverse environmental impact, the FAA shall approve the grant application only after finding that no feasible and prudent alternative to the project exists and that all reasonable steps have been taken to minimize the adverse effect. Second, the project sponsor must certify that an opportunity for a public hearing has been provided to consider potential environmental impacts of the project and its consistency with the goals of any planning carried out by the community. Third, the Governor of the State in

which the project is located, or his or her designee, must certify that there is reasonable assurance the project will be located, designed, constructed, and operated to comply with applicable air and water quality standards.

Planning projects such as technical and environmental studies normally qualify for categorical exclusion under NEPA and would not trigger the requirements under 49 U.S.C. 70304 and as set forth above. If, absent consideration of section 70304, the project normally qualifies for a categorical exclusion from environmental review, the grant proposal should reference the relevant paragraph in FAA Order 1050.1E, *Policies and Procedures for Considering Environmental Impacts*, and address whether extraordinary circumstances exist that warrant preparation of an environmental assessment.

For more details about the environmental review for commercial space transportation activities see *Guidelines for Compliance with the National Environmental Policy Act and Related Environmental Review Statutes for the Licensing of Commercial Launches and Launch Sites*. [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/environmental/review](http://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/review).

#### Grant Award

The FAA Office of Commercial Space Transportation intends to award Commercial Space Transportation Grants on or before August 31, 2010. An FAA grant offer letter may contain requirements for assurances to ensure the grants are consistent with Chapter 703. These grant assurances are currently in development and not finalized at the date of this publication. The FAA anticipates that the Commercial Space Transportation Grant Assurances will be similar in nature and purpose to those required under the Airport Improvement Program.

Issued in Washington, DC, on April 28, 2010.

**George C. Nield,**

*Associate Administrator for Commercial Space Transportation.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Discretionary Bus and Bus Facilities Program

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of Availability of FTA State of Good Repair Bus and Bus Facilities Initiative Funds: Solicitation of Project Proposals.

**SUMMARY:** The Federal Transit Administration (FTA) announces the availability of discretionary Section 5309 Bus and Bus Facilities grant funds in support of its "State of Good Repair" initiative. The State of Good Repair (SGR) Bus initiative will be funded with up to \$775 million in unallocated Fiscal Year (FY) 2010 discretionary Bus and Bus Facilities Program funds, authorized by 49 USC 5309(b) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU), Public Law 109-59, August 10, 2005. FTA may use additional Bus and Bus Facilities program funding that becomes available in the future to further support this initiative.

The SGR Bus initiative will make funds available to public transit providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct/rehabilitate bus-related facilities, including programs of bus and bus-related projects which may include assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations. This Notice includes priorities established by FTA for these discretionary funds, the criteria FTA will use to identify meritorious projects for funding, and describes how to apply.

This announcement is available on the FTA Web site at: <http://www.fta.dot.gov>. FTA will announce final selections on the Web site and in the **Federal Register**. A synopsis of this announcement will be posted in the FIND module of the government-wide electronic grants Web site at <http://www.grants.gov>.

**DATES:** Complete proposals for the SGR Bus initiative must be submitted by June 18, 2010. All proposals must be submitted electronically through the GRANTS.GOV APPLY function. In order to apply through GRANTS.GOV, proposers should initiate the process of registering on the GRANTS.GOV site immediately to ensure completion of registration before the deadline for submission. Proposers will receive two confirmation e-mails. The first email will confirm that the application was received and a subsequent e-mail will be sent indicating whether the application was validated or rejected by the system.

**FOR FURTHER INFORMATION CONTACT:** Contact the appropriate FTA Regional Administrator (see Appendix) for proposal-specific information and issues. For information on the SGR Bus initiative, contact Darren Jaffe, Office of Program Management, (202) 366-4008, e-mail: [darren.jaffe@dot.gov](mailto:darren.jaffe@dot.gov). A TDD is available at 1-800-877-8339 (TDD/FIRS).

#### SUPPLEMENTARY INFORMATION:

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#### I. Funding Opportunity Description

##### A. Authority

The bus and bus facilities program is authorized under 49 U.S.C. 5309(b), as amended by section 3011 of SAFETEA-LU:

"The Secretary may make grants under this section to assist State and local governmental authorities in financing capital projects \* \* \* to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations."

##### B. Background

Maintaining the nation's public transportation fleet, infrastructure, and equipment in a state of good repair is essential to providing reliable, high-quality, and safe transit services to the tens of millions of Americans who depend on it daily. Transit not only provides mobility options for the American public, but contributes to the livability of our nation's communities and to environmental and energy sustainability. However, given recent limitations in State and local resources and the need to meet projected growth in demand for transit service, many local transit agencies are finding it difficult to meet their basic re-investment needs. FTA's April 2009 *Rail Modernization Study* estimated a combined \$50 billion repair and replacement backlog in the bus and rail systems of the seven oldest and largest U.S. transit agencies.

The state of repair of transit infrastructure is an important issue for both large and small systems across the country. According to the U.S. Department of Transportation's 2008