

**DATES:** This exemption will be effective on September 25, 2010. Petitions to stay must be filed by September 3, 2010. Petitions to reopen must be filed by September 15, 2010.

**ADDRESSES:** Send an original and 10 copies of all pleadings, referring to Docket No. FD 35379, to: Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, send one copy of pleadings to Louis E. Gitomer, Esq., Law Offices of Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

**FOR FURTHER INFORMATION CONTACT:** Eric Davis, (202) 245-0393 [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339].

**SUPPLEMENTARY INFORMATION:** Additional information is contained in the Board's decision. Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: August 25, 2010.

By the Board, Chairman Elliott, Vice Chairman Mulvey, and Commissioner Nottingham.

**Kulunie L. Cannon,**  
Clearance Clerk.

[FR Doc. 2010-21626 Filed 8-30-10; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Santa Rosa County, FL

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Santa Rosa County, Florida.

**FOR FURTHER INFORMATION CONTACT:** Ms. Cathy Kendall, AICP, Environmental Specialist, Federal Highway Administration, 545 John Knox Road, Suite 200, Tallahassee, Florida 32303, Telephone: (850) 942-9650.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Florida Department of Transportation will prepare an EIS for a proposal to improve SR 87 in Santa Rosa County, Florida. The proposed improvement would

involve the construction of a new roadway connecting SR 87S to SR 87N. The new roadway would vary between five to eleven miles in length. The improvement is considered necessary to provide connectivity for the existing and projected traffic demand, and to provide a more direct corridor for emergency evacuations from the Gulf Coast.

Alternatives under consideration include (1) taking no action; (2) alternative corridors that would provide for a four-lane rural highway with plans to build two-lanes initially to be widened to a four-lane divided rural facility as needed in the future.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have expressed interest in this proposal. A series of public meetings will be held between February, 2010 and June, 2013. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS will be made available for public and agency review and comment. An informal scoping meeting was held at the project site on July 29th, 2010. There are no plans to hold a formal scoping meeting. Scoping will be accomplished by use of the Florida Efficient Transportation Decision Making Process and a series of meetings for agencies and the public.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

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

Issued on: August 25, 2010.

**Martin Knopp,**

Division Administrator, FHWA, Federal Administrator, Tallahassee, Florida.

[FR Doc. 2010-21740 Filed 8-30-10; 8:45 am]

**BILLING CODE 4910-22-P**

RailAmerica, in *Fortress Inv. Group, LLC et al.—Exemption for Transaction within a Corporate Family*, Docket No. FD 35123 (STB served Mar. 19, 2008). According to petitioners, to date, RailAmerica has not yet exercised the control of FEC.

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2010-0226]

#### Liquefied Natural Gas Facilities: Obtaining Approval of Alternative Vapor-Gas Dispersion Models

**AGENCY:** Pipeline and Hazardous Materials Safety Administration, (PHMSA) DOT.

**ACTION:** Notice; issuance of advisory bulletin.

**SUMMARY:** This advisory bulletin provides guidance on the requirements for obtaining approval of alternative vapor-gas dispersion models under Subpart B of 49 CFR part 193.

**FOR FURTHER INFORMATION CONTACT:** Charles Helm at 405-954-7219 or [charles.helm@dot.gov](mailto:charles.helm@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

The Pipeline and Hazardous Materials Safety Administration (PHMSA) issues federal safety standards for siting liquefied natural gas (LNG) facilities. Those standards require that an operator or governmental authority control the activities around an LNG facility to protect the public from the adverse effects of thermal radiation and flammable vapor-gas dispersion. Certain mathematical models and other parameters must be used to calculate the dimensions of these so-called "exclusion zones."

In the case of vapor-gas dispersion, two different models may be used where appropriate: (1) The DEGADIS Dense Gas Dispersion Model (DEGADIS), an integral model that simulates the downwind dispersion of dense gases in the atmosphere, and (2) FEM3A, a dispersion model that accounts for additional cloud dilution which may be caused by the complex flow patterns induced by tank and dike structures.

The use of alternative vapor-gas dispersion models is also permitted, if those models take into account the same physical factors as the approved models, are validated by experimental test data, and receive the Administrator's approval. Conservatism, field testing, post-testing data evaluation, and correlative analysis are critical to satisfying these conditions.

In addition, PHMSA's federal safety standards incorporate by reference the National Fire Protection Association (NFPA) NFPA 59A: Standard for the Production, Storage, and Handling of Liquefied Natural Gas. That consensus