

general categories such as ‘small airplane’ or ‘engine.’ The subscription service sends ADs and SAIBs to the e-mail address of each subscriber within minutes after publication in the RGL.

In September of 2007, the FAA stopped mailing paper copies of ADs and SAIBs to all owners and operators of transport airplanes and engines installed on transport airplanes.

Full Electronic Distribution

a. We will stop mailing paper copies of the remaining products according to the following schedule:

Product	Date
Transport rotorcraft and rotorcraft engines	October 1, 2009.
All other rotorcraft and rotorcraft engines	January 1, 2010.
All aircraft, engines, and propellers	March 1, 2010.

b. Owners and operators should use the following resources to obtain AD and SAIB information electronically:

(1) *Regulatory and Guidance Library (RGL) Web site: <http://rgl.faa.gov>.*

(2) **Federal Register** Web site: <http://www.gpoaccess.gov/fr/>

(3) *GovDelivery e-mail service*—ADs are automatically e-mailed to subscribers who sign-up through the RGL homepage.

c. For those people who might not have computer access or who still desire paper copies, the FAA will continue to provide the AD Biweekly, which is a paid subscription of all ADs issued in the **Federal Register** over the previous 2-week period. The AD Biweekly is printed and mailed by the Government Printing Office (GPO) and does not include SAIBs. Contact the GPO directly at phone: (202) 512-1806 to subscribe.

d. We will continue to fax and or mail paper copies of Emergency ADs until further notice.

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

Susan J. M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. E9-18646 Filed 8-4-09; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner’s arguments in favor of relief.

American Short Line and Regional Railroad Association

[Waiver Petition Docket Number FRA-2009-0078]

The American Short Line and Regional Railroad Association (ASLRRA), on behalf of its members, seeks a comprehensive waiver of relief from (1) the statutory rest requirements of 49 U.S.C. 21103(a)(1) for certain management employees who engage in limited train service for no more than 25% of their monthly hours in the service to the railroad; (2) the statutory rest requirements contained in 49 U.S.C. 21103(a)(4)(A); and approval of a pilot project to demonstrate the safety of adopting fatigue mitigation plans on class II and class III railroads in lieu of strict compliance with the requirements of these statutory provisions. The entire ASLRRA petition may be reviewed at <http://www.regulations.gov> under the docket number listed above.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2009-0078) and may be submitted by any

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for the following methods: submitting comments.

- *Fax:* 202-493-2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., W12-140, Washington, DC 20590.

- *Hand Delivery:* 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Communications received within 20 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility’s Web site at <http://www.regulations.gov>.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

Issued in Washington, DC on July 30, 2009.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E9-18746 Filed 8-4-09; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[USCG-2006-24644]

TORP Terminal LP, Bienville Offshore Energy Terminal Liquefied Natural Gas Deepwater Port License Application Amendment; Preparation of Supplemental Environmental Impact Statement

AGENCY: Maritime Administration, DOT.
ACTION: Notice of Amended Application; Notice of Intent.

SUMMARY: The Maritime Administration and the U.S. Coast Guard announce receipt of an application amendment for the licensing of the TORP Terminal LP, Bienville Offshore Energy Terminal (BOET) liquefied natural gas (LNG)

deepwater port. The application amendment contains the information required to continue processing the application. This notice summarizes the applicant's plans and the procedures that will be followed in considering this application amendment. The Coast Guard, in coordination with the Maritime Administration, will prepare a Supplemental Environmental Impact Statement (SEIS) as part of the environmental review of this license application amendment.

The application amendment describes the proposed change in project regasification technology from the "open-loop" LNG vaporization system originally proposed for TORP BOET to a "closed-loop" LNG vaporization system. The proposed vaporization system consists of a floating regasification unit (FRU) that contains ambient air vaporization (AAV) equipment to heat an intermediate fluid that would be sent via flexible pipes to a HiLoad floating regasification unit. The HiLoad would dock to a LNG carrier to provide station-keeping, vaporization of the LNG on the HiLoad, and transfer of natural gas back to the FRU in a closed-loop system. The proposed facility would be located in the Gulf of Mexico, in Main Pass Block MP 258, approximately 63 miles south of Fort Morgan, Alabama. This location is the same as that proposed in the original application. The Draft and Final Environmental Impact Statements were published on the original application on July 6, 2007 and August 8, 2008, respectively.

ADDRESSES: Copies of the original license application, the Draft and Final Environmental Impact Statements (DEIS/FEIS), the application amendment and associated comments and documentation are available for viewing at the Federal Docket Management System (FDMS) Web site: <http://www.regulations.gov> under docket number USCG-2006-24644.

FOR FURTHER INFORMATION CONTACT: LT Hannah Kawamoto, U.S. Coast Guard, telephone: 202-372-1437, e-mail: Hannah.K.Kawamoto@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-493-0402.

SUPPLEMENTARY INFORMATION:

Receipt of Application Amendment

On June 30, 2009, the Coast Guard and Maritime Administration received an amendment for the Bienville Offshore Energy Terminal (BOET) deepwater port license application from TORP Terminal LP.

Background

The construction and operation of a deepwater port must be authorized by the Secretary of Transportation (as delegated to the Administrator of the Maritime Administration). The Coast Guard and Maritime Administration are the lead federal agencies for reviewing the sufficiency of deepwater port license applications and assessing the proposed project's environmental impact on the quality of the human environment (see 33 CFR part 148 *et seq.*).

After receiving the original application, the Maritime Administration and the Coast Guard completed a Draft EIS released on July 6, 2007. An informational open house and a public meeting were held in Mobile, Alabama to allow public comment and involvement. The Final EIS was released on August 8, 2008, and the final license hearing was held on August 26, 2008, in Alabama, the designated adjacent coastal state.

During the original application's public interest review process, public and agency comments were submitted. Several comments were received that discussed ambient air vaporization (AAV) technology as a reasonable alternative for the project's regasification technology. The Final EIS included a brief discussion and evaluation of the AAV technology. The Final EIS also included a brief discussion and evaluation of a floating storage and regasification unit (FSRU). In the application amendment, the applicant is proposing to use a floating regasification unit (FRU). The difference between a FSRU and FRU system is that the FRU would not have any LNG storage capability.

In the application amendment, the applicant proposes to amend the project to use AAV on a FRU to indirectly heat LNG on a single HiLoad in a closed-loop system. The original application proposed to operate an open-loop system using two HiLoads and a support platform. As stated above, AAV was discussed in the original application's FEIS as a generic system based on an existing application of this technology at an onshore LNG facility. The application amendment contains a diagram of the actual AAV design that is proposed to be used.

After consulting with cooperating Federal agencies, the Coast Guard and Maritime Administration have determined that a Supplemental Environmental Impact Statement (SEIS) will provide the appropriate level of information for the National Environmental Policy Act (NEPA) review and analysis. The decision to

produce a SEIS was based upon the finding that the proposed application amendment: (i) Makes substantial changes in the proposed action that are relevant to environmental concerns; and (ii) contains significant new circumstances or information relevant to environmental concerns and which bear on the proposed action or its impacts. The SEIS will describe the project's changed regasification system. As much as possible, the SEIS will incorporate by reference the recently published Bienville Offshore Energy Terminal (BOET) FEIS.

The SEIS process will allow ample opportunity for meaningful public comment and involvement. The Coast Guard and Maritime Administration's initial review of the proposed project changes indicate a reduction in impacts in several key resource areas that were originally identified with the open-loop system. In addition, comments from cooperating Federal agencies and the public on the original EIS discussed and supported the closed-loop AAV technology as an environmentally preferred alternative.

The Council on Environmental Quality's NEPA Regulations (40 CFR 1502.9(c)(4)) provide that scoping is not required for a SEIS. Once completed, a Draft SEIS will be announced in the **Federal Register** and made available for public comment. Following completion and release of the Draft SEIS, there will be a public notice and a 30-day comment period where the Coast Guard and Maritime Administration will receive comments on both the amended application and the Draft SEIS. A public meeting will be held in Alabama approximately two weeks after release of the Draft SEIS. The Coast Guard and Maritime Administration will consider all comments and address them in the Final SEIS. Following completion and release of the Final SEIS, there will be public notice and a 30-day comment period where the Coast Guard and Maritime Administration will receive comments on the Final SEIS. A final license hearing will be held in Alabama approximately two weeks after the release of the Final SEIS. A 45-day comment period will follow the final license hearing during which Federal agencies may provide input to the Maritime Administrator, and the Governor of Alabama may advise the Maritime Administrator of his decision to approve or disapprove the license application. Within 90 days of the final license hearing, the Maritime Administration will issue a record of decision (ROD) on the application.

Questions about the proposed action or the SEIS process may be addressed to

the Coast Guard project manager identified in **FOR FURTHER INFORMATION CONTACT**.

Privacy Act

The electronic form of all comments received into the Federal Docket Management System can be searched by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). The DOT Privacy Act Statement can be viewed in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, pages 19477–78) or you may visit <http://www.regulations.gov>.

Authority: 49 CFR 1.66.

Dated: July 28, 2009.

By order of the Maritime Administrator.

Murray Bloom,

Acting Secretary, Maritime Administration.

[FR Doc. E9–18682 Filed 8–4–09; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Value Pricing Pilot Program Participation, Fiscal Years 2009 and 2010

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; solicitation for participation.

SUMMARY: This notice invites States, along with their local government partners and other public authorities, to apply to participate in the Value Pricing Pilot (VPP) program and presents guidelines for program applications for fiscal years 2009 and 2010. Unlike with previous notices, the purpose of this notice is to seek only applications for statewide, regionwide, or areawide transportation pricing studies and for transportation pricing implementation projects that do not entail tolling roadways. This notice seeks applications for fiscal year 2009 funding, and if Congress chooses to extend Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) VPP program funding, for such funds made available in fiscal year 2010.

DATES: 1. Applications for tolling authority only may be submitted at any time.

2. Formal grant applications, however, must be submitted no later than November 3, 2009, to be assured consideration.

3. Applicants may also submit an optional “sketch” or draft proposal by

September 21, 2009, which FHWA will review and provide general feedback on for the applicant to use in its formal grant application. Sketch or draft proposals received after this date may still be reviewed by and commented upon by FHWA at its discretion.

4. For applications that had been submitted under the September 16, 2008 (73 FR 53478) solicitation that were not funded (for a list of projects funded from that solicitation, see: <http://www.fhwa.dot.gov/pressroom/fhwa0913.htm>), and where such applications would still be eligible for funding under the criteria provided by this notice, applicants may submit a letter to the Department by September 4, 2009, requesting comments on their previous applications.

Application Submission: Applications may be submitted through <http://www.grants.gov>.

FOR FURTHER INFORMATION CONTACT: For questions about or to provide information to FHWA that responds to this notice, such as to submit a letter or sketch plan, please contact Ms. Angela Jacobs, FHWA Office of Operations, at (202) 366–0076, angela.jacobs@dot.gov. For technical questions related to the development of pricing projects not involving tolls, please contact Mr. Allen Greenberg, FHWA Office of Operations, at (202) 366–2425, allen.greenberg@dot.gov. For technical questions related to the development of regional pricing projects, please contact Mr. Patrick DeCorla-Souza, FHWA Office of Innovative Program Delivery, at (202) 366–4076, patrick.decorla-souza@dot.gov. For legal questions, please contact Mr. Michael Harkins, FHWA Office of the Chief Counsel, at (202) 366–4928, michael.harkins@dot.gov.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded from the Federal Register’s home page at: <http://www.archives.gov> and the Government Printing Office’s database at: <http://www.access.gpo.gov/nara>.

Background

Section 1012(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) (Pub. L. 102–240; 105 Stat. 1914), as amended by section 1216(a) of the Transportation Equity Act (TEA–21) (Pub. L. 105–178; 112 Stat. 107), and section 1604(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) (Pub. L. 109–59; 119 Stat. 1144), authorizes the Secretary of

Transportation (the Secretary) to create a Value Pricing Pilot (VPP) program. Congestion pricing encompasses a variety of strategies to manage congestion on highways, including tolling of highway facilities, as well as other strategies that do not involve tolls, such as mileage-based car insurance and parking pricing. The congestion pricing concept of charging variable fees based upon usage and assessing relatively higher prices for travel during peak periods is the same as that used in many other sectors of the economy to respond to peak-use demands. For example, airlines, hotels, and theaters often charge more at peak periods than at non-peak periods.

According to the statutory requirements of the VPP program, FHWA may enter into cooperative agreements with up to 15 State or local governments or other public authorities (henceforth referred to only as “States”) to establish, maintain, and monitor VPP programs, each including an unlimited number of projects. The FHWA invites interested States to apply to participate in the VPP program for the remainder of FY 2009 and also for FY 2010, if SAFETEA–LU funding is extended. While direct submissions by local governments and public authorities are allowable under SAFETEA–LU, FHWA strongly prefers applications to be submitted through State departments of transportation, since that would allow the potential for multiple VPP program projects within a State counting as only 1 of the 15 allowable partnerships.

To comply with the statutory cap on the number of partnering States and other public authorities in a manner that maximizes program participation, FHWA will only consider an “active” cooperative agreement sufficient to hold 1 of the 15 available VPP program slots, as also noted in the September 16, 2008, notice for VPP program participation (73 FR 53478). An agreement will be considered “active” by FHWA under either of the following two conditions: (1) During the period of time between when a cooperative funding agreement for a project or projects has been signed and when the project or projects has or have been completed, and (2) if VPP program tolling authority has been granted and is still needed to toll a new or existing highway. Absent one or both of these conditions being met, an agreement will not be considered active for the purposes of the VPP program. If progress in moving forward to use its VPP program funding or tolling authority is unsatisfactory, FHWA may withdraw its approval for inactive agreements in favor of other applicants