

Development Project (Project) Environmental Assessment (EA) for public review and comment. The EA was prepared pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended, 42 U.S.C. 4321 *et seq.*, the Council on Environmental Quality NEPA implementing regulations, 40 CFR parts 1500–1508, and the FRA NEPA procedures, 64 FR 28545 (May 26, 1999). FRA is the lead Federal agency and the New York State Urban Development Corporation d/b/a the Empire State Development Corporation (ESDC) is the lead State agency.

ESDC, its subsidiary Moynihan Station Development Corporation (MSDC), and the Port Authority of New York and New Jersey (PANYNJ) have proposed to redevelop the James A. Farley Building and its Western Annex into a new intermodal transportation facility, to be called the Daniel Patrick Moynihan Station (Moynihan Station). Moynihan Station would be one component of the Project that would also include the commercial redevelopment of the Western Annex and the construction of a 1.1 million square foot mixed-use building fronting on the east side of Eight Avenue between West 33rd and West 34th Streets utilizing development rights associated with the Farley Complex.

DATES: FRA invites interested Members of Congress, state and local governments, other Federal agencies, Native American tribal governments, organizations, and members of the public to provide comments on the EA, which is available at http://www.empire.state.ny.us/Subsidiaries_Projects/MSDC/MSDC.html or by request from MSDC at the address listed below under Further Information. The 30-day public comment period begins on April 28, 2010 and ends on May 28, 2010. FRA and ESDC will consider all comments received or postmarked by that date in preparing the Final EA. Comments received or postmarked after that date will be considered to the extent practicable.

On April 28, 2010, ESDC and MSDC, in accordance with the New York State Urban Development Corporation Act (UDC Act), will be holding a public hearing to consider the proposed draft March 2010 Phase 1 Amended General Project Plan. The hearing will be held at the James A. Farley Post Office Building, located at 380 West 33rd Street, Room 4500, New York, New York, 10199 from 4 p.m. to 8 p.m. Although FRA and ESDC will not be presenting the EA at this hearing and

oral comments on the EA will not be accepted, it is an opportunity for interested parties to learn more about the Project.

ADDRESSES: Comments may be submitted in writing. Written comments may be submitted to ESDC and MSDC at 633 Third Avenue, New York, New York 10017, attention: Rebecca Pellegrini. Written comments will also be accepted at the April 28th public hearing.

FOR FURTHER INFORMATION CONTACT: For further information regarding the EA or the Project, please contact: Ms. Rebecca Pellegrini, Moynihan Station Development Corporation, 633 Third Avenue, New York, New York; or by e-mail at rpellegrini@empire.state.ny.us with “Moynihan Station Development Project” in the subject heading, or Mr. John Winkle, Transportation Industry Analyst, Office of Passenger Programs, Federal Railroad Administration, 1200 New Jersey Ave., SE., Room W38–311, Washington, DC 20590 (telephone 202 493–6067), or by e-mail at John.Winkle@DOT.Gov with “Moynihan Station Development Project” in the subject heading.

SUPPLEMENTARY INFORMATION:

I. Description of Project. The approximately 1.3 million square foot Farley Complex occupies a “superblock” from West 31st to West 33rd Streets and from Eighth Avenue to Ninth Avenue. Built over the Pennsylvania Station (Penn Station) rail facilities, including the westernmost portion of most of the passenger platforms and other rail yard facilities, the Farley Complex is integrated into the larger Penn Station Complex.

Penn Station is the busiest transportation facility in the United States, accommodating over 530,000 daily passengers, including intercity passengers riding Amtrak, local commuter rail passengers, and subway riders. It is, however, plagued with design problems. As a result, it is difficult to navigate and has passenger facilities that do not meet current industry standards related to safe egress times and universal accessibility. The station, already operating above its design capacity, is projected to experience a growing passenger load as development continues in the surrounding neighborhoods.

To address the larger issue of inadequate capacity at Penn Station, ESDC, MSDC and FRA have proposed a program of improvements at the Farley Building that will relocate Amtrak’s intercity passenger rail operations to a new Moynihan Station to be constructed within the eastern portion of the Farley

Building. This work will significantly improve access to, and egress from, the platforms and the connections between Penn Station, the Farley Building, and the existing New York City subway lines.

The project as currently envisioned will take place in two phases. Phase 1 work, which is primarily below street level, will consist of expanding and extending the existing West End Concourse so that it spans all existing tracks (with new access to Eighth Avenue), expanding the existing 33rd Street Connector, adding several platform ventilation elements, and adding several entrances to the new Moynihan Station. Phase 2 will consist of development of the Station itself, including the Train Hall, concourse and street-level portions of the Station, reactivation of currently-unused Platform 12 for passenger use, and the non-Station commercial development of the Farley Complex.

II. Previous Environmental Reviews. The development of plans for improved New York City passenger facilities has been underway since as early as 1991 when Amtrak began planning for a new intermodal transportation facility. The potential availability of the Farley Complex led to additional efforts to devise plans that incorporated passenger rail facilities in the Farley Complex. A series of environmental reviews have accompanied the various proposals for improvements to the Penn Station facilities and site, including most recently the final Environmental Impact Statement (EIS) that was issued by ESDC under SEQRA in August 2006. That EIS evaluated the impacts of a larger project that included relocating Madison Square Garden to the Farley Building and renovating Penn Station itself. Those elements have subsequently been dropped and this EA addresses the Project as currently defined.

Issued in Washington, DC, on April 23, 2010.

Mark E. Yachmetz,

Associate Administrator for Railroad Development.

[FR Doc. 2010–9843 Filed 4–28–10; 8:45 am]

BILLING CODE 4910–06–P

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 March 2010, there were three applications approved. This notice also includes information on six applications, one approved in November 2008, one approved in June 2009, one approved in September 2009, one approved in October 2009, one approved in December 2009, and the last approved in February 2010, inadvertently left off the November 2008, June 2009, September 2009, October 2009, December 2009 and February 2010 notices, respectively. Additionally, 10 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: Virgin Islands Port Authority, St. Thomas, U.S. Virgin Islands.

Application Number: 09-04-C-00-STX.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$506,898.

Charge Effective Date: December 1, 1996.

Charge Expiration Date: July 1, 2003.

Class of Air Carriers Not Required to Collect PFC'S: None.

Brief Description of Project Approved for Collection and Use:

Reconfigure and redesign passenger areas and bag claim.

Decision Date: November 21, 2008.

FOR FURTHER INFORMATION CONTACT:

Susan Moore, Orlando Airports District Office, (407) 812-6331.

Public Agency: City of Des Moines, Iowa.

Application Number: 09-12-C-00-DSM.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in this Decision: \$3,345,318.

Earliest Charge Effective Date: January 1, 2018.

Estimated Charge Expiration Date: October 1, 2019.

Class of Air Carriers Not Required To Collect PFC'S: Air taxi/commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Des Moines International Airport.

Brief Description of Project Approved for Collection and Use:

Runway 13R/31L—construction.

Decision Date: June 15, 2009.

FOR FURTHER INFORMATION CONTACT:

Nicoletta Oliver, Central Region Airports Division, (816) 329-2642.

Public Agency: City of Rochester, Minnesota.

Application Number: 09-05-C-00-RST.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in this Decision: \$2,549,524.

Earliest Charge Effective Date: January 1, 2011.

Estimated Charge Expiration Date: April 1, 2015.

Class of Air Carriers Not Required To Collect PFC'S: Air taxi/commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Rochester International Airport.

Brief Description of Projects Approved for Collection and Use:

Security fence and upgrades.

Snow removal equipment building expansion.

Security screening expansion.

Terminal restroom design.

Terminal restroom remodel.

Terminal elevator upgrades.

Terminal flight information displays.

General aviation apron rehabilitation.

Aircraft rescue and firefighting equipment.

Jet passenger loading bridge.

PFC consultation.

Passenger terminal remodeling.

Pavement management system.

Master plan, phase 1.

Decision Date: September 23, 2009.

FOR FURTHER INFORMATION CONTACT:

Nancy Nistler, Minneapolis Airports District Office, (612) 713-4353.

Public Agency: Burbank-Glendale-Pasadena Airport Authority, Burbank, California.

Application Number: 09-10-C-00-BUR.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$951,400.

Earliest Charge Effective Date: January 1, 2015.

Estimated Charge Expiration Date: December 1, 2015.

Class of Air Carriers Not Required To Collect PFC'S: Non-scheduled/on-demand air carriers filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Bob Hope Airport.

Brief Description of Projects Approved for Collection and Use at a \$4.50 PFC Level:

Precision approach path indicator. Runway incursion guard lights.

Brief Description of Project Approved for Use:

Terminal ramp renovations.

Decision Date: October 9, 2009.

FOR FURTHER INFORMATION CONTACT:

Darlene Williams, Los Angeles Airports District Office, (310) 725-3625.

Public Agency: Niagara Frontier Transportation Authority, Buffalo, New York.

Application Number: 09-07-C-00-BUF.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in this Decision: \$15,370,095.

Earliest Charge Effective Date: November 1, 2012.

Estimated Charge Expiration Date: March 1, 2014.

Class of Air Carriers Not Required to Collect PFC'S: Air taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Buffalo Niagara International Airport (BUF).

Brief Description of Projects Approved for Collection at BUF and Use at BUF at a \$4.50 PFC Level:

Construction of concourse expansion and modifications, passenger terminal.

Rehabilitation of taxiway K-1.

Design and implement noise mitigation measures.

Brief Description of Project Approved for Collection at BUF and Future Use at BUF at a \$4.50 PFC Level:

Realign taxiway M to air cargo ramp and construct new taxiway N.

Brief Description of Project Approved for Collection at BUF and Use at BUF at a \$3.00 PFC Level:

Purchase of passenger movement equipment (shuttle buses).

Brief Description of Project Partially Approved for Collection At BUF and Use at BUF at a \$4.50 PFC Level:

Purchase aircraft rescue and firefighting safety equipment.

Determination: Partially approved for collection and use. The information provided by the public agency regarding two of the vehicles, a mini-pumper truck and a rescue/crash—snuzzle truck, was insufficient to allow the FAA to determine eligibility. Therefore, the only vehicles approved in this project were the mobile command vehicles.

Brief Description of Project Partially Approved for Collection at BUF and Use at BUF at a \$3.00 PFC Level:

Purchase of security equipment.

Determination: Partially approved for collection and use. The public agency included two work elements in this project, acquisition of vehicles and acquisition of radio and computer equipment. The radio and computer equipment was determined to be expendable items used to upgrade the base vehicle and, as such, was determined to be ineligible for PFC funding.

Brief Description of Projects Approved for Collection at BUF and Use at BUF and at Niagara Falls International Airport at a \$3.00 PFC Level:

Purchase snow removal equipment. PFC programming and administration.

Decision Date: December 17, 2009.

FOR FURTHER INFORMATION CONTACT: Andrew Brooks, New York Airports District Office, (516) 227-3816.

Public Agency: Golden Triangle Regional Airport Authority, Columbus, Mississippi.

Application Number: 10-07-C-00-GTR.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$355,000.

Earliest Charge Effective Date: October 1, 2016.

Estimated Charge Expiration Date: October 1, 2018.

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

Brief Description of Projects Approved for Collection and Use:

Terminal renovation.

Runway extension.
Aircraft rescue and firefighting equipment.
Security equipment.

Decision Date: February 24, 2010.

FOR FURTHER INFORMATION CONTACT:

Kevin Morgan, Jackson Airports District Office, (601) 664-9891.

Public Agency: City of Atlanta, Georgia.

Application Number: 10-11-C-00-ATL.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

TOTAL PFC REVENUE APPROVED IN THIS DECISION: \$422,480,178.

Earliest Charge Effective Date: June 1, 2020.

Estimated Charge Expiration Date: January 1, 2023.

Class of Air Carriers Not Required to Collect PFC'S: Nonscheduled/on-demand air carriers (air taxi! commercial operators).

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Hartsfield-Jackson Atlanta International Airport.

Brief Description of Projects Approved for Collection and Use at a \$4.50 PFC Level:

Noise mitigation program.
Terminal capacity enhancement.
Taxiways SC and SJ extensions.
Closed circuit television phase 3.
Elevated walkways.
Airport inbound roadway replacement/reconfiguration.

Brief Description of Projects Approved for Collection and Use at a \$3.00 PFC Level:

Capacity study.
Spill containment upgrades.
Terminal upgrades—restrooms/water.
Terminal area design.

Brief Description of Project Approved for Collection at a \$3.00 PFC Level:

Runway 27R extension.

Brief Description of Withdrawn Project:

Kennel facility.

Date of withdrawal: March 10, 2010.

Decision Date: March 12, 2010.

FOR FURTHER INFORMATION CONTACT:

Anna Guss, Atlanta Airports District Office, (404) 305-7146.

Public Agency: City of Colorado Springs, Colorado.

Application Number: 10-17-C-00-COS.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$3,618,000.

Earliest Charge Effective Date: April 1, 2015.

Estimated Charge Expiration Date: November 1, 2016.

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

Brief Description of Projects Approved for Collection and Use:

Rehabilitation of taxiways G and H (phase IV).

Reconstruction of runway 12/20 (construction).

Checked baggage inspection system.

Brief Description of Project Partially Approved for Collection and Use:

Fleet improvement (phase III).

Determination: Partially approved for collection and use. Two of the proposed vehicles, enclosed sidewalk brooms, were determined not to be PFC eligible and were disapproved.

Decision Date: March 26, 2010.

FOR FURTHER INFORMATION CONTACT:

Chris Schaffer, Denver Airports District Office, (303) 342-1258.

Public Agency: Ports of Douglas County and Chelan County, East Wenatchee, Washington.

Application Number: 10-10-C-00-EAT.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$881,750.

Earliest Charge Effective Date: May 1, 2010.

Estimated Charge Expiration Date: February 1, 2015.

Class of Air Carriers Not Required to Collect PFC'S: None.

Brief Description of Projects Approved for Collection and Use:

Environmental mitigation for fuel truck parking (engineering).

Glycol recovery system (engineering).

Grant Road relocation, environmental assessment.

Airport Way relocation.

Taxiway A lighting (engineering).

Aircraft rescue and firefighting truck purchase.

Decision Date: March 26, 2010.

FOR FURTHER INFORMATION CONTACT:

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

AMENDMENTS TO PFC APPROVALS

Amended No., city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated chare exp. date	Amended estimated charge exp. date
06-03-C-02-FSM Fort Smith, AR	03/05/10	\$759,249	\$732,519	04/01/09	03/01/09
05-06-C-01-CAK Akron, OH	03/10/10	21,369,000	27,737,085	08/01/16	08/01/15
94-01-C-02-LNS Lancaster, PA	03/10/10	1,483,000	384,858	02/01/09	02/01/09
99-07-C-04-SJC San Jose, CA	03/12/10	12,778,609	8,004,112	07/01/02	07/01/02
04-14-C-02-SJC San Jose, CA	03/12/10	39,131,000	18,162,143	10/01/14	10/01/14
08-06-C-01-LFT Lafayette, LA	03/17/10	3,950,000	3,771,733	05/01/12	05/01/13
06-19-C-01-ORD Chicago, IL	03/22/10	1,290,509,174	1,423,480,828	07/01/24	11/01/24
99-03-C-04-JAN Jackson, MS	03/22/10	12,467,652	12,231,070	01/01/06	01/01/06
03-04-C-03-JAN Jackson, MS	03/22/10	4,639,569	4,208,921	11/01/07	11/01/07
02-05-C-02-BLI Bellingham, WA	03/29/10	926,873	926,855	10/01/06	10/01/06

Issued in Washington, DC, on April 22, 2010.

Joe Hebert,

Manager, Financial Analysis and Passenger Facility Charge Branch.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2008-0211]

Pipeline Safety: Implementation of Electronic Filing for Recently Revised Incident/Accident Report Forms for Distribution Systems, Gas Transmission and Gathering Systems, and Hazardous Liquid Systems

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

ACTION: Notice; Issuance of Advisory Bulletin.

SUMMARY: This notice advises owners and operators of gas pipeline facilities and hazardous liquid pipeline facilities that the new incident/accident report forms for their pipeline systems are now available for electronic filing.

FOR FURTHER INFORMATION CONTACT: Jamerson Pender, Information Resources Manager, 202-366-0218 or by e-mail at Jamerson.Pender@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

On February 3, 2010 (75 FR 5460), PHMSA published Advisory Bulletin ADB-10-01 in the **Federal Register** to notify operators of gas and hazardous liquid pipeline facilities of newly revised incident/accident report forms and instructions. In ADB-10-01, PHMSA announced that the revised forms are to be used for all incidents/accidents occurring on or after January 1, 2010. PHMSA further noted that hard

copy filing was required until PHMSA launched a new online system which was targeted for early March 2010. The new online system became available on March 8, 2010, and is available at the following URL: <http://pipelineonlinereporting.phmsa.dot.gov/>.

Advisory Bulletin (ADB-10-04)

To: Owners and Operators of Gas Pipeline Facilities and Hazardous Liquid Pipeline Facilities.

Subject: Implementation of Electronic Filing for Recently Revised Incident/Accident Report Forms for Gas Distribution Systems, Gas Transmission and Gathering Systems, and Hazardous Liquid Systems.

Advisory: This notice advises owners and operators of gas pipeline facilities and hazardous liquid pipeline facilities that the new electronic incident/accident reporting system is available online at the following URL: <http://pipelineonlinereporting.phmsa.dot.gov/>. The new online system can also be accessed through the old system at the following URL: <http://opswweb.phmsa.dot.gov> and click on "Incidents on or after Jan 1, 2010" for the respective report type. Each operator may use their current operator ID and PIN from the old system to access the new system. The new online system is for incidents/accidents occurring on or after January 1, 2010. The old online system is still available for filing supplemental reports for incidents/accidents that occurred prior to January 1, 2010, and is still the system for filing annual reports and Gas Integrity Management Program (IMP) reports.

Incidents and accidents that were previously filed in hard copy are being entered by PHMSA staff and should not be reentered by the operator into the system. Operators that have already submitted a hard copy 2010 incident report as previously instructed in ADB-10-01 should *not* re-submit that report using the online system. Where data quality checks are indicated for the hard

copy filed reports, PHMSA will contact operators as needed to facilitate complete data entry for the initial submissions. Once all reports received in hard copy have been entered by PHMSA, operators will be able to submit supplemental reports online if needed. In addition, PHMSA is aligning the hard copy forms with the new online system by replacing the double asterisks with the single asterisks for those data fields deemed required for an initial submission to PHMSA.

PHMSA notes that for hazardous liquid small releases (identified as the areas shaded in gray on the hard copy version of the hazardous liquid accident form), the new online system will accept reporting and does the required logic checks for small releases (those under five barrels that do not involve a fatality, injury, property damage of \$50,000 or more, as described in 49 CFR 195.50). However, the new online system does not exclude or hide questions that are not applicable to small releases. Therefore, PHMSA recommends that operators who report such events follow the shaded sections on the hard copy accident form and the guidance provided in the hard copy instructions while entering those events with the online system until a system enhancement is in place to further streamline the online reporting process.

PHMSA appreciates the cooperation of all users of the new online system. For questions regarding filing, please contact Jamerson Pender at 202-366-0218 or by e-mail at Jamerson.Pender@dot.gov.

Any questions regarding this new online system requirement can be directed to the Office of Pipeline Safety operator helpline at 202-366-8075.

Issued in Washington, DC, on April 22, 2010.

Jeffrey D. Wiese,

Associate Administrator for Pipeline Safety.

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