

security procedures for entering the Federal Aviation Administration building.

- There is no Internet access.

FOR FURTHER INFORMATION CONTACT: Pamela Hamilton, Designated Federal Official, Future of Aviation Advisory Committee, 202-267-9677, FAAC@dot.gov.

Issued on: August 9, 2010.

Ray LaHood,

Secretary of Transportation.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35396]

County of Greenville, S.C.— Acquisition Exemption—Greenville County Economic Development Corporation

The County of Greenville, S.C. (County), a noncarrier political subdivision of the State of South Carolina, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Greenville County Economic Development Corporation (GCEDC) approximately 11.8 miles of rail line between milepost 0.0 in Greenville, S.C. and milepost 11.8 in Travelers Rest, S.C.¹

Petitioners state that, as a result of the transaction, the County will acquire GCEDC's interest in the line, including the residual common carrier obligation. GCEDC will assign its interest in a trail agreement reached with the Greenville County Recreation District (GCRD) on September 26, 2006, and the County will assume all of GCEDC's rights and responsibilities under that agreement. GCRD will retain its leasehold interest in the line and will continue to be the trail owner and operator. The end result will be that all of GCEDC's ownership rights and responsibilities in the line will be transferred to the County. According to petitioners, the proposed acquisition will not involve any provision or agreement between GCEDC and the County that would limit future interchange with a third-party connecting carrier.

The transaction is scheduled to be consummated on or after August 25,

¹ The line is railbanked in accordance with the National Trails System Act, 16 U.S.C. 1247(d). See *Greenville County Economic Development Corporation—Abandonment and Discontinuance Exemption—in Greenville County, S.C.*, Docket No. AB 490 (Sub-No. 1X) (STB served Oct. 12, 2005 and Nov. 13, 2006).

2010 (30 days after the notice of exemption was filed).

The County certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and further certifies that its projected annual revenue will not exceed \$5 million.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than August 18, 2010 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35396, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, a copy must be served on William A. Mullins, 2401 Pennsylvania Ave., NW., Suite 300, Washington, DC 20037.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: August 6, 2010.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2010-19792 Filed 8-11-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Public Availability of the Final Environmental Assessment (EA) and Finding of No Significant Impact/ Record of Decision (FONSI/ROD) Signed August 2, 2010, for the Evaluation of the Potential Environmental Impacts Associated With the Proposed Relocation of the Bowman County Airport (Airport) in Bowman County, ND.

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of availability of a final EA and FONSI/ROD for the evaluation of the potential environmental impacts associated with the proposed relocation of the Bowman County Airport in Bowman County, North Dakota.

SUMMARY: The FAA has made available the final EA and FONSI/ROD for the proposed relocation of the Bowman

County Airport. The EA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1E, "Environmental Impacts: Policies and Procedures" and FAA Order 5050.4B, "NEPA Implementing Instructions for Airport Actions."

Point of Contact: Ms. Patricia Dressler, Environmental Protection Specialist, FAA Bismarck ADO, Building 23B, 2301 University Drive, Bismarck, North Dakota 58504. Telephone number (701) 323-7380.

SUPPLEMENTARY INFORMATION: The FAA has issued a final EA and FONSI/ROD that evaluated the potential environmental impacts associated with the proposed relocation of the Bowman County Airport located in Bowman County, North Dakota. Based on the analysis contained in the final EA, the FAA has determined that the selected alternative has no associated significant impacts to resources identified in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures and FAA Order 5054.4B, National Environmental Policy Act Implementing Instructions for Airport Actions. Therefore, no environmental impact statement will be prepared. The current Bowman County Airport has deficiencies in meeting current and future large aircraft demand (60,000 pounds or less with 75 percent of these large aircraft at 60 percent useful load), the Runway Protection Zone, Runway Objective Free Area, wind coverage, and surrounding incompatible land use. Eight alternatives were studied for airspace feasibility and meeting the purpose and need. Five of the eight alternatives (three on site and two new locations) were reviewed, analyzed, and discarded due to the degree of environmental impacts or not meeting airspace requirements. A detailed discussion is in the Alternatives Discarded Section of the FONSI/ROD. The selected alternative is one of three (a no action and two off site locations) considered in the final EA. The selected alternative consists of addressing the identified deficiencies and relocating the Bowman County Airport. The new airport location is approximately 3.5 miles east of Bowman and just south of US Highway 12. The Bowman County Airport Authority will construct, operate, and maintain the new airport. Decommissioning of the existing airport will occur upon activation of the new airport. The selected alternative includes the: (1) Unconditional approval of the Airport Layout Plan (ALP) for the development listed in the EA and the decision document. (2) Issue

final airspace determinations for the development on the ALP. (3) Eligibility for Federal grants-in-aid funds for eligible items. (4) FAA Finding of "No Historic Properties Affected" for the proposed action. (5) FAA Finding of "No Effect" to threatened and endangered species. (6) FAA Finding of "No Impact" to floodplains. (7) Wetland finding that there is no practicable alternative to such construction and the proposed action includes all practicable measures to minimize harm to wetlands. (8) Environmental clearance for disposal of land no longer needed for airport purposes. (9) Appropriate permits and mitigation will be needed before disbursing Federal funds.

These documents will be available for public review during normal business hours at Bldg. 23B, FAA Bismarck ADO, 2301 University Drive, Bismarck, North Dakota, Bowman Regional Public Library, 18 East Divide Street, Bowman, ND 58623, and at the Bowman County Airport Authority, 14686 Highway 12, Bowman, ND 58623.

Issued in Bismarck, North Dakota, August 2, 2010.

Steve Obenauer,

*Manager, Bismarck Airport District Office
FAA, Great Lakes Region.*

[FR Doc. 2010-19920 Filed 8-11-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2010-0035]

America's Marine Highway Grant Notice of Funding Availability

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Grant Notice of Funding Availability.

SUMMARY: On October 28, 2009, the President of the United States signed the 2010 National Defense Authorization Act (NDAA). Section 3515 of the NDAA, titled America's Short Sea Transportation Grants for the Development of Marine Highways, amended Section 55601 of the 2007 Energy Independence and Security Act, titled Short Sea Transportation Program. Section 3515 of the NDAA directs the Secretary of Transportation (Secretary) to establish and implement a short sea transportation grant program to implement projects or components of a project designated under subsection (d) of Section 55601.

Marine Highway Projects are new waterborne transportation services, or expansions of existing services

operating between U.S. ports or between U.S. ports and ports in Canada in the Great Lakes Saint Lawrence Seaway.

Projects are proposed by a project sponsor and formally designated by the Secretary under the America's Marine Highway Program. Projects that reduce external cost and provide public benefit by transporting passengers and/or freight (container or wheeled) in support of all or a portion of a Marine Highway Corridor, Connector, or Crossing may receive support from DOT and are eligible to compete for Marine Highway grants under the program described in this notice. Marine Highway projects and their designation are described in detail in the final rule published on April 9, 2010, at 75 FR 18095.

It is neither the purpose nor the intent of these grants to shift passengers or freight currently moving by water to another water service, but rather to expand the use of marine transportation where landside transportation is currently being utilized and when the water option represents the best overall option. Therefore a project that directly competes with another, existing Marine Highway service will not be considered for a grant award.

In order to receive a grant under the program, applicants are required to: submit an application to the Secretary in such form and manner, at such time, and containing such information as the Secretary may require, and demonstrate to the satisfaction of the Secretary that the project is financially viable, the funds received will be spent efficiently and effectively, and a market exists for the services of the proposed project as evidenced by contracts or written statements of intent from potential customers. Applicants are required to provide at least 20 percent of the project costs from non-Federal sources. In awarding grants under the program, the Secretary shall give preference to those projects or components that present the most financially viable transportation services and require the lowest percentage Federal share of the costs. A plan is financially viable upon demonstration to the Secretary of Transportation that the project will be sustainable in a specified and reasonable timeframe. The Maritime Administration's Fiscal Year 2010 appropriations, signed by the President of the United States on December 16, 2009, included \$7,000,000 to "designate and support specific projects that will create new or expanded services along designated Marine Highway Corridors." Funds for this purpose will be allocated through the Marine Highway Grant

Program established in the NDAA and set forth in this notice.

This notice announces the availability of funding for Marine Highway grants, and establishes selection criteria and application requirements.

Marine Highway Grants will be awarded to applicants to implement projects or components of projects designated under America's Marine Highway Program as outlined in the final rule published on April 9, 2010. Eligible applicants must be sponsors of Marine Highway Projects formally designated by the Secretary.

Sponsors of designated Marine Highway Projects are eligible to apply for a Marine Highway Grant as described in this notice.

DATES: Grant applications must be received by 5 p.m., August 27, 2010. The Department of Transportation (DOT) will evaluate all applications and announce the projects that have been selected to receive grant funds as soon as possible after the Application Deadline.

ADDRESSES: Grant applications must be submitted electronically through Grants.gov. Only applications received through Grants.gov will be deemed properly filed. Instructions for submitting applications through Grants.gov are included in Section IV (Submission of Applications).

Paperwork Reduction Act: In accordance with the Paperwork Reduction Act of 1995, (44 U.S.C. Chapter 35), the America's Marine Highway (AMH) information collection was previously approved by the Office of Management and Budget (OMB) and was assigned the OMB control number 2133-0541.

FOR FURTHER INFORMATION CONTACT: Please contact the Marine Highway Grants program manager via e-mail at MH.Projects@dot.gov, or contact Michael Gordon at (202) 366-5468.

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I. Background

Three legislative actions in combination require implementation of a Marine Highway Program, including the designation of Marine Highway Projects, the authorization of Marine Highway grants, and the appropriation of funds for such grants. These are described below.