

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Availability of the Final Environmental Assessment (EA) and Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the 2020 Improvement Project for Minneapolis/St. Paul International Airport (MSP), Minneapolis, MN**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA is issuing this notice to advise the public that the FAA has prepared and approved (March 6, 2013) a FONSI/ROD based on the Final EA for the MSP 2020 Improvement Project. The Final 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 5050.4B, "NEPA Implementing Instructions for Airport Actions".

DATES: This notice is effective March 21, 2013.

FOR FURTHER INFORMATION CONTACT:

Ms. Kandice Krull, Environmental Protection Specialist, FAA Minneapolis Airports District Office (ADO), 6020 28th Avenue South, Suite 102, Minneapolis, Minnesota, 55450. Telephone number is (612) 253-4639. Copies of the FONSI/ROD and/or Final EA are available upon written request by contacting Ms. Kandice Krull through the contact information above.

SUPPLEMENTARY INFORMATION: The Final EA evaluated the MSP 2020 Improvement Project. The purpose of the project is to accommodate the expected demand such that the level of service is acceptable throughout MSP's facilities (terminal and landside facilities such as gates, security checkpoints, parking lots, roadways, etc.) under both existing and 2020 conditions and regional roadways under 2030 conditions.

The FAA and the Metropolitan Airport Commission (MAC) jointly prepared the Final EA, pursuant to the requirements of the NEPA and the Minnesota Environmental Policy Act, respectively. A joint Federal-State EA was prepared.

Chapter 3 of the Final EA identified and evaluated all reasonable alternatives. Numerous alternatives were considered but eventually discarded for not meeting the purpose and need. Three alternatives (No Action, Alternative 1—Airlines Remain, and Alternative 2—Airlines Relocation) were examined in detail. After careful

analysis and consultation with various resource agencies, the MAC selected Alternative 2 as the preferred alternative. Alternative 2 satisfies the purpose and need while minimizing impacts.

Alternative 2 includes improvements to Terminal 1—Lindbergh; Terminal 2—Humphrey; Glumack Drive; 34th Avenue South and I-494 interchange; East 72nd Street and 34th Avenue South intersection; 34th Avenue South, East 70th Street; Post Road; the Post Road and Trunk Highway 5 interchange; and I-494.

Based on the analysis in the Final EA, the FAA has determined that Alternative 2 will not result in significant impacts to resources identified in accordance with FAA Orders 1050.1E and 5054.4B. Therefore, an environmental impact statement will not be prepared.

Issued in Minneapolis, Minnesota on March 6, 2013.

Jesse Carriger,

Acting Manager, Minneapolis Airports District Office, FAA, Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION**Surface Transportation Board**

[Docket No. AB 463 (Sub-No. 1X)]

Alabama Railroad Co.—Abandonment Exemption—in Monroe County, AL

Alabama Railroad Co. (ALAB) has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon approximately 7.42 miles of rail line between milepost 655.20 (east of Route 21 at Tunnel Springs) and milepost 662.62 (west of Main Street in Beatrice), in Monroe County, Ala. The line traverses United States Postal Service Zip Codes 36425 and 36471.

ALAB has certified that: (1) No local traffic has moved over the line for at least two years;¹ (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or

with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on April 20, 2013, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,² formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),³ and trail use/rail banking requests under 49 CFR 1152.29 must be filed by April 1, 2013. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by April 10, 2013, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to ALAB's representative: William A. Mullins, 2401 Pennsylvania Ave. NW., Suite 300, Washington, DC 20037.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

ALAB has filed a combined environmental and historic report that addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by March 26, 2013. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling OEA at (202)

² The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C. 2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

³ Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).

¹ ALAB indicates that portions of the line may have been used for freight car storage during the period. It states that use of the line for this purpose does not disqualify ALAB from invoking the notice of exemption procedures. See, e.g., *Indiana Southwestern Ry.—Abandonment Exemption—in Posey & Vanderburgh Cnty. Ind.*, AB 1065X (STB served Dec. 23, 2010).