

operation of the proposed West Aircraft Maintenance Area (WAMA) west of Taxiway AA in the southwest quadrant of Los Angeles International Airport, Los Angeles, California. FAA is making the Final Written Reevaluation and Record of Decision available for public inspection.

**FOR FURTHER INFORMATION CONTACT:**

David B. Kessler, AICP, Regional Environmental Protection Specialist, AWP-610.1, Airports Division, Federal Aviation Administration, Western-Pacific Region, P.O. Box 92007, Los Angeles, California 90009-2007, Telephone: 310/725-3615.

**SUPPLEMENTARY INFORMATION:**

In December 2004, the Los Angeles City Council approved the Master Plan for Los Angeles International Airport (LAX). From this Master Plan, the City of Los Angeles, through its Airport Department—Los Angeles World Airports (LAWA), prepared an Airport Layout Plan (ALP). The ALP depicts the existing and planned future locations of runways, taxiways, aircraft parking aprons, terminal buildings and other associated facilities on the airport. At the time the ALP was prepared, the LAWA's and Federal Aviation Administration's (FAA) focus was on airfield safety to reduce runway incursions. A minor component of the Master Plan included aircraft maintenance. The ALP depicts various existing hangar buildings to be demolished and aircraft maintenance to be consolidated into the southwest quadrant of the airport on the east side of a north/south taxiway called "Taxiway AA."

LAWA proposes to adjust its LAX ALP to depict the proposed West Aircraft Maintenance Area (WAMA) on the west side of Taxiway AA rather than the east side as originally proposed in the 2005 Final EIS. In May 2014, the FAA prepared a Draft Written Reevaluation for a minor adjustment to a project evaluated in its 2005 Final Environmental Impact Statement (EIS) for the LAX Master Plan pursuant to the National Environmental Policy Act of 1969.

FAA made the Draft Written Reevaluation available to the public and governmental agencies for review and comment from April 25 through May 30, 2014. FAA did not receive any comments on the Draft Written Reevaluation.

Copies of the Final Written Reevaluation and Record of Decision are available for public inspection at the following locations during normal business hours:

U.S. Department of Transportation, Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, 15000 Aviation Boulevard, Hawthorne, California 90261.

The document is also available for public inspection at the following libraries and at the following Web site: [http://www.faa.gov/airports/western\\_pacific/environmental/](http://www.faa.gov/airports/western_pacific/environmental/).

Westchester-Loyola Village Branch Library—7114 W. Manchester Ave., Los Angeles, CA 90045.

El Segundo Library—111 W. Mariposa Ave., El Segundo, CA 90245.

Inglewood Library—101 W. Manchester Blvd., Inglewood, CA 90301.

Culver City Library—4975 Overland Ave., Culver City, CA 90230.

Issued in Hawthorne, California, on July 8, 2014.

**Mia Paredes Ratcliff,**

*Acting Manager, Airports Division, Western-Pacific Region, AWP-600.*

[FR Doc. 2014-16730 Filed 7-15-14; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Notice of Intent To Release Airport Property for Non-Aeronautical Use; Manchester Regional Airport, Manchester, NH**

**Authority:** 49 U.S.C. 47107(h).

**AGENCY:** Federal Aviation Administration (FAA) DOT.

**ACTION:** Request for comments on proposal to use airport land for non-aeronautical use.

**SUMMARY:** The Federal Aviation Administration is considering a proposal to release approximately 1.0 acres of airport property for non-aeronautical use at the Manchester Regional Airport, Manchester, NH. The acre released is currently used as a buffer zone to adjacent wetlands and would be exchanged for approximately 4.3 acres of land that would be used for the same purpose. In accordance with section 47107(h) of Title 49 of the United States Code, the FAA invites public comment on this proposal.

**DATES:** Comments must be received on or before August 15, 2014.

**ADDRESSES:** You may send comments using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>, and follow the instructions on providing comments.

- *Fax:* 202-493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W 12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:**

Thomas Vick, Compliance and Land Use Specialist, New England Region Airports Division, 12 New England Executive Park, Burlington, MA 01803. Telephone: 781-238-7618; Fax 781-238-7608.

**SUPPLEMENTARY INFORMATION:**

In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 106-181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** not less than 30 days before the Secretary may waive any condition imposed on a federally obligated airport by grant agreements. The FAA invites public comment on the request to a land release and exchange at the Manchester-Boston Regional Airport for use as wetland mitigation under the provisions of AIR 21.

The Manchester-Boston Regional Airport has requested to release approximately 1.0 acres of airport land from federal obligations and to exchange that acre with approximately 4.3 acres of land currently owned by the Peter J. King Irrevocable Trust of 1988. The 1.0 acres to be released was purchased by the Airport as part of the Trolley Crossing mitigation site for the Airport's previous extension of Runway 35, and is located in the Town of Londonderry, Rockingham County, NH. The parcel is part of a larger property parcel currently depicted on the Airport Layout Plan of record as Number 64. That larger parcel is identified as Town of Londonderry, Rockingham County, Tax Map 14, Lot 49-1. The 1.0 acres in question is located within the larger parcel, and is considered "buffer" to the wetland portion of the Trolley Crossing mitigation site. The approximately 4.3 acres of land that would be exchanged and given to the Airport from the Trust is similar in nature and also serves as buffer to the wetland portion of the Trolley Crossing mitigation site. That 4.3 acre parcel is also located in the Town of Londonderry, NH, within the parcel identified as Tax Map 14, Lot 49.

The Airport has requested this exchange to allow Prologis Management, LLC, to lease and develop approximately 48 acres of the Trust property for a logistics center. The 1.0

acres of airport property is necessary for the development of the center. As part of this proposal, the Federal and State agencies that participated in the environmental study for the Runway 35 extension have reviewed this proposal. All interested agencies have concurred that there would be no adverse environmental impacts as a result of this land exchange and that the proposed release and exchange of 1.0 acres for 4.3 acres of similarly situated land would be beneficial for the Runway 35 extension mitigation site. The Airport also completed a Real Estate Appraisal Report for the parcels. The appraisal was conducted in accordance with the Uniform Standards of Professional Appraisal Practice (USPAP). The appraisal concludes that the Manchester-Boston Regional Airport will receive additional value for the land that it is acquiring in this proposed release and exchange.

Interested persons may inspect the request and supporting documents by contacting the FAA at the address listed under **FOR FURTHER INFORMATION CONTACT**. All comments will be considered by the FAA to the extent practicable.

Issued in Burlington, Massachusetts, July 9, 2014.

**Mary T. Walsh,**

*Manager, New England Airports Division.*

[FR Doc. 2014-16728 Filed 7-15-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35844]

#### Stillwater Central Railroad, LLC— Acquisition Exemption Containing Interchange Commitment—Oklahoma Department of Transportation

Stillwater Central Railroad, LLC (SLWC), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire from the state of Oklahoma (the State), acting through the Oklahoma Department of Transportation (ODOT), and to operate approximately 97.5 miles of rail line between milepost 438.9 in Sapulpa, Okla., and milepost 536.4 in eastern Oklahoma City, Okla. (the Line).

The State, by and through ODOT, acquired the Line from The Burlington Northern and Santa Fe Railway Company (now known as the BNSF Railway Company) (BNSF), pursuant to an agreement dated February 12, 1998.<sup>1</sup>

<sup>1</sup> The acquisition was authorized by the Board in *State of Oklahoma by & through the Oklahoma*

According to SLWC, the agreement between ODOT and BNSF contains an interchange commitment that ODOT is contractually obligated to assign to any future purchaser of the Line. SLWC notes that the affected interchange point is Sapulpa. As required under 49 CFR 1150.43(h)(1), SLWC provided additional information regarding the interchange commitment. SLWC has certified that its projected annual revenues as a result of this transaction will not result in SLWC's becoming a Class II or Class I rail carrier, but that its projected annual revenues will exceed \$5 million. Accordingly, SLWC is required, at least 60 days before this exemption is to become effective, to send notice of the transaction to the national offices of the labor unions with employees on the affected lines, post a copy of the notice at the workplace of the employees on the affected lines, and certify to the Board that it has done so. 49 CFR 1150.42(e). SLWC asserts that providing the 60-day notice would serve no useful purpose because SLWC already has authority to operate the Line under lease from ODOT.

SLWC, concurrently with its notice of exemption, filed a petition for waiver of the 60-day advance labor notice requirement under 1150.42(e), asserting that, although ODOT is the owner of the Line, ODOT also is a noncarrier, therefore: (1) No ODOT employees will be affected because no ODOT employees have performed operations or maintenance on the Line; and (2) no SLWC employees will be affected because SLWC will continue to provide the same service and maintenance on the Line as it has been providing since the inception of the lease. SLWC states that the transaction will simply convert SLWC's lease of the Line to an ownership interest. SLWC's waiver request will be addressed in a separate decision.

SLWC states that it intends to consummate the transaction on or after July 31, 2014 (after the effective date of this transaction, which is July 30, 2014). The Board will establish in the decision on the waiver request the earliest date this transaction may be consummated.

If the 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

*Department of Transportation—Acquisition Exemption—The Burlington Northern & Santa Fe Railway, FD 33620 (STB served July 10, 1998). On that same date, SLWC was authorized to lease and operate the Line. See, Stillwater Cent. R.R.—Lease and Operation Exemption—State of Okla. by & through the Okla. Dep't of Transp., FD 33621 (STB served July 10, 1998).*

a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than July 23, 2014.

An original and 10 copies of all pleadings, referring to Docket No. FD 35844, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Karl Morell, Ball Janik LLP, Suite 225, 655 Fifteenth St. NW., Washington, DC 20005.

Board decisions and notices are available on our Web site at [WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).

Decided: July 11, 2014.

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

**Derrick A. Gardner,**

*Clearance Clerk.*

[FR Doc. 2014-16692 Filed 7-15-14; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF THE TREASURY

### Proposed Collection; Comment Request; Departmental Offices

**AGENCY:** Departmental Offices, Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to comment on an extension of an existing information collection, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the Office of Financial Stability, within the Department of the Treasury, is soliciting comments concerning grants to states for low-income housing projects in lieu of tax credits.

**DATES:** Written comments should be received on or before September 15, 2014 to be assured of consideration.

**ADDRESSES:** Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestions for reducing the burden, to Jean Whaley, Department of the Treasury, 1500 Pennsylvania Avenue NW., Room 2045, Washington, DC 20220 or to [1602Reports@treasury.gov](mailto:1602Reports@treasury.gov).

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information should be directed to Jean Whaley, Department of the Treasury, 1500 Pennsylvania Avenue NW., Room 2045, Washington, DC 20220 or to [1602Reports@treasury.gov](mailto:1602Reports@treasury.gov).

**SUPPLEMENTARY INFORMATION:**