

SW, Suite 6050, Washington, DC 20416, (202) 205-6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the President’s major disaster declaration on October 6, 2024, Private Non-Profit organizations that provide essential services of a governmental nature may file disaster loan applications online using the MySBA Loan Portal <https://lending.sba.gov> or other locally announced locations. Please contact the SBA disaster assistance customer service center by email at disastercustomerservice@sba.gov or by phone at 1-800-659-2955 for further assistance.

Incident: Hurricane Helene.

Incident Period: September 25, 2024 and continuing.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties: Abbeville, Aiken, Allendale, Anderson, Barnwell, Calhoun, Cherokee, Chester, Colleton, Edgefield, Fairfield, Greenville, Hampton, Jasper, Laurens, Lexington, McCormick, Newberry, Oconee, Orangeburg, Pickens, Richland, Saluda, Spartanburg, Union, Williamsburg, York and the Catawba Indian Nation.

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Non-Profit Organizations with Credit Available Elsewhere ...	3.250
Non-Profit Organizations without Credit Available Elsewhere	3.250
<i>For Economic Injury:</i>	
Non-Profit Organizations without Credit Available Elsewhere	3.250

The number assigned to this disaster for physical damage is 207348 and for economic injury is 207350.

(Catalog of Federal Domestic Assistance Number 59008)

Rafaela Monchek,

Deputy Associate Administrator, Office of Disaster Recovery & Resilience.

[FR Doc. 2024-23800 Filed 10-15-24; 8:45 am]

BILLING CODE 8026-09-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36790]

Norfolk Southern Railway Company—Trackage Rights Exemption—CSXT Transportation, Inc.

Norfolk Southern Railway Company (NSR), a Class I rail carrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(7) to acquire overhead trackage rights from CSX Transportation, Inc. (CSXT), over an approximately 95-mile CSXT rail line between Falls, Pa., at or near CP River, CSXT milepost QA 2, and Baltimore, Md., including all necessary trackage within CSXT’s Bayview Yard, and between the western end of CSXT’s Bayview Yard (MP BAL 0.0±) and a connection at MP BAL 0.5± (the Lines).

According to the verified notice, NSR and CSXT have agreed to a Form A Trackage Rights Addendum to their Master Trackage Rights Agreement for the overhead trackage rights.¹ NSR states that the new trackage rights will permit NSR to reroute traffic over the Lines while CSXT’s Howard Street Tunnel (HST) in Baltimore is closed for a project that includes clearing the HST for double-stack rail passage. The verified notice states that the trackage rights will provide temporary alternate routes for the duration of the project, which will alleviate potential congestion resulting from the rerouted traffic.² NSR states that the new overhead trackage rights are scheduled to expire when the project is complete and operations through the HST resume.³

The transaction may be consummated on or after October 30, 2024, the effective date of the exemption (30 days after the verified notice was filed).⁴

As a condition to this exemption, any employees affected by the acquisition of

¹ NSR has filed a redacted version of the addendum with the verified notice. It has also submitted an executed, unredacted version of the addendum under seal and filed a motion for protective order. That motion will be addressed in a separate decision.

² NSR is also granting CSXT overhead trackage rights over certain NSR routes, for which CSXT has sought authority in *CSX Transportation, Inc.—Trackage Rights Exemption—Norfolk Southern Railway*, Docket No. FD 36776.

³ To allow the proposed trackage rights to terminate at the time agreed to by NSR and CSXT, NSR concurrently filed a petition for partial revocation of this exemption, in *Norfolk Southern Railway Company—Trackage Rights Exemption—CSXT Transportation, Inc.*, Docket No. FD 36790 (Sub-No. 1). The petition for partial revocation will be addressed in a subsequent decision in that subdocket.

⁴ Although the verified notice’s captions state that expedited consideration is requested, NSR says its estimated consummation date is October 30, 2024, the standard effective date under the Board’s regulations.

the trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway—Lease & Operate—California Western Railroad*, 360 I.C.C. 653 (1980).

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 for stay must be filed no later than October 23, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36790, must be filed with the Surface Transportation Board either via e-filing on the Board’s website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on NSR’s representative, William A. Mullins, Mullins Law Group PLLC, 2001 L Street NW, Washington, DC 20036.

According to NSR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c)(3) and from historic preservation reporting requirements under 49 CFR 1105.8(b)(3).

Board decisions and notices are available at www.stb.gov.

Decided: October 10, 2024.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Regena Smith-Bernard,

Clearance Clerk.

[FR Doc. 2024-23867 Filed 10-15-24; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Public Workshop and Notice of Availability of Draft Environmental Assessment for General Mitchell International Airport, Milwaukee, Wisconsin

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of public workshop and notice of availability of draft environmental assessment.

SUMMARY: The Federal Aviation Administration (FAA) announces the release of the Draft Environmental Assessment (Draft EA) for the proposed airport improvements at the General Mitchell International Airport (MKE). The purpose of the Draft EA is to

evaluate the potential environmental impacts from the decommissioning of Runway 1R/19L and Runway 13/31; conversion of Runway 1R/19L south of Taxiway W into a parallel taxiway including lighting and pavement rehabilitation; removal of Taxiway G, Taxiway U, and Taxiway N connectors; and the removal of runway and taxiway pavement and electrical utilities. The FAA is issuing this notice to advise the public that the Draft EA will be made available for public comment and a public workshop will be held as part of the public involvement process for this project. FAA is seeking comments on the Draft EA.

DATES: The Draft EA is available for public review beginning on September 23, 2024, and a public workshop will be held on October 23, 2024. Additional written comments may be filed with the project consultant, if received by November 6th, 2024, and should be directed to: Westwood Professional Services, ATTN: Airport Environmental, 1N Systems Drive, Appleton, Wisconsin 54914.

FOR FURTHER INFORMATION CONTACT: Emma Lienau, 2300 Devon Avenue, Suite 312, Des Plaines, Illinois 60018. 847-294-7551.

SUPPLEMENTARY INFORMATION: The DEA is available for public review at the following locations during normal business hours:

- Milwaukee Public Library at Tippecanoe Branch at 3912 South Howell Ave. Milwaukee, WI 53207;
- Cudahy Family Library at 3500 Library Drive, Cudahy, WI 53110;
- South Milwaukee Public Library at 1907 10th Ave., South Milwaukee, WI 53172; and
- St. Francis Public Library at 4230 S. Nicholson Avenue, St. Francis, WI 53235.

The Draft EA may also be viewed on the following website: <https://westwoodps.com/milwaukee-mitchell-international-airport>.

Further information regarding the proposed improvement is available at the WisDOT, Bureau of Aeronautics located at 4822 Madison Yards Way, 5th Floor South, Madison, Wisconsin.

A public workshop will be held to provide the public with information on the Draft EA. The workshop will be held from 5:00 p.m.–6:00p.m. on October 23rd, 2024, at the Sijan Conference Room in the Terminal Building of Milwaukee Mitchell International Airport, 5300 South Howell Ave., Milwaukee, WI 53207.

(Authority: 42 U.S.C. 4321, 40 CFR 1501.9(c)(5)(ii), FAA Order 1050.1F, paragraph 2–5.3(b))

Issued in Des Plaines, Illinois on September 26, 2024.

Robert J Esquivel,

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

[FR Doc. 2024–22593 Filed 10–15–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Availability of the Final Environmental Impact Statement and Record of Decision for the I–15; Farmington to Salt Lake City Project in Utah and Final Federal Agency Actions

AGENCY: Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Notice of availability and notice of limitations on claims for judicial review of actions by UDOT and other Federal agencies.

SUMMARY: The FHWA, on behalf of UDOT, is issuing this notice to announce the availability of the combined Final Environmental Impact Statement (EIS) and Record of Decision (ROD) for the I–15; Farmington to Salt Lake City project, in Davis and Salt Lake Counties, Utah. In addition, this notice is being issued to announce actions taken by UDOT that are final Federal agency actions related to the project referenced above. Those actions grant licenses, permits and/or approvals for the project. The ROD provides details on the Selected Alternative for the proposed improvements.

DATES: This decision became operative on October 3, 2024. By this notice, FHWA, on behalf of UDOT, is advising the public of final agency actions subject to 23 U.S.C. 139(j)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before March 17, 2025. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: Brandon Weston, Director of Environmental Services, UDOT Environmental Services, P.O. Box 148450, Salt Lake City, UT 84114; (801) 965–4603; email: brandonweston@utah.gov. UDOT's normal business hours are 8 a.m. to 5 p.m. (Mountain Time Zone), Monday through Friday, except State and Federal holidays.

SUPPLEMENTARY INFORMATION: The environmental review, consultation, and

other actions required by applicable Federal environmental laws for this action are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated May 26, 2022, and executed by FHWA and UDOT. Actions taken by UDOT on FHWA's behalf pursuant to 23 U.S.C. 327 constitute Federal agency actions for purposes of Federal law. Notice is hereby given that UDOT has taken final agency actions subject to 23 U.S.C. 139(j)(1) by issuing licenses, permits, and approvals for the I–15; Farmington to Salt Lake City Project in the State of Utah.

The purpose of the I–15; Farmington to Salt Lake City Project is to improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along I–15 from Farmington to Salt Lake City. The project purpose consists of the following objectives, which are organized by UDOT's Quality of Life Framework categories of Good Health, Connected Communities, Strong Economy, and Better Mobility. Improve Safety: Improve the safety and operations of the I–15 mainline, I–15 interchanges, bicyclist and pedestrian crossings, and connected roadway network. Better Connect Communities: Be consistent with planned land use, growth objectives, and transportation plans; and Support the planned FrontRunner Double Track projects and enhance access and connectivity to FrontRunner, to regional transit and trails, and across I–15. Strengthen the Economy: Replace aging infrastructure on I–15; and Enhance the economy by reducing travel delay on I–15. Improve Mobility for All Modes: Improve mobility and operations on the I–15 mainline, I–15 interchanges, connected roadway network, transit connections, and bicyclist and pedestrian facilities to help accommodate projected travel demand in 2050.

The primary alternatives carried forward for detailed study in this Environmental Impact Statement (EIS) are the No-action Alternative and the Action Alternative. The Action Alternative includes the following subarea options: Farmington—400 West Option and State Street Option; and Salt Lake City 1000 North—Northern Option and Southern Option. UDOT identified the Action Alternative as its preferred alternative in this Draft EIS. The selected alternative includes the Farmington 400 West Option, and the Salt Lake City 1000 North—Northern Option.