

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of Special Committee 224. The agenda will include the following:

**June 20, 2013**

- Welcome, Introductions & Administrative Remarks
- Review and Approve Summary of the Twenty-first Meeting
- Updates from TSA (as required)
- Document Detailed Review
- Document Finalization Process
- Time and Place of Next Meeting
- Any Other Business
- Adjourn

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on May 15, 2013.

**Paige Williams,**

*Management Analyst, NextGen, Business Operations Group, Federal Aviation Administration.*

[FR Doc. 2013-12460 Filed 5-23-13; 8:45 am]

**BILLING CODE 4910-13-P**

---

**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

**Environmental Impact Statement for the Milwaukee, WI to Minneapolis, MN Rail Corridor**

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Revised notice of intent to prepare an environmental impact statement.

**SUMMARY:** On December 9, 2010, FRA published a notice of intent to advise the public that a Tier I environmental impact statement (EIS) would be prepared for the Milwaukee, WI to Minneapolis-St. Paul, MN (Milwaukee-Twin Cities) High-Speed Rail Corridor Program. The original project included passenger stations, maintenance facilities, and the construction of a high-speed rail line between Milwaukee and the Twin Cities. Alternatives originally under consideration included taking no action (No Build), as well as several

build alternatives along a variety of corridors between Milwaukee and the Twin Cities. However, to prioritize the limited funding available for the EIS, the Minnesota Department of Transportation (MnDOT) now intends to focus the Tier 1 EIS on improvements to existing service using the existing route on the Milwaukee to Twin Cities passenger rail corridor (the Corridor) from Milwaukee Intermodal Station to the Minneapolis Transportation Interchange.

*Purpose and Need:* The purpose of the current proposed action is to meet future regional travel demand and provide intermodal connectivity to existing and planned transportation systems in Minnesota and Wisconsin. The proposed action offers an opportunity to provide reliable and competitive passenger rail service as an attractive alternative transportation choice between Milwaukee and the Twin Cities by: decreasing travel times, increasing frequency of service, and providing safe and reliable service. The need for the proposed action is based on the limitations and vulnerabilities of available travel modes between Milwaukee and the Twin Cities. Existing transportation modes, including highway, bus, and air travel, have inherent problems including congested highways near the Milwaukee, Madison, and Twin Cities metro areas and airport capacity issues at Minneapolis-St. Paul International Airport and Milwaukee's General Mitchell International Airport. Improved and expanded passenger rail service can provide an alternative mode and/or relief to these congested roadways and airports.

The environmental process will identify improvements to infrastructure that would allow for increased train frequency and reduced travel times for passenger rail service along the existing route on the Corridor. The existing route currently has passenger service; Amtrak's *Empire Builder* serves the Corridor, and, therefore, provides the best opportunity to implement a phased approach for infrastructure improvements.

**FOR FURTHER INFORMATION CONTACT:** Mr. Daniel Krom, Director, Passenger Rail Office, Minnesota Department of Transportation (MnDOT), 395 John Ireland Boulevard, MS 480, St. Paul, MN 55155, telephone (651) 366-3193; or Ms. Colleen Vaughn, Office of Railroad Policy and Development, Federal Railroad Administration (FRA), 1200 New Jersey Avenue SE., MS-20/W38-303, Washington, DC 20590, telephone (202) 493-6096.

**SUPPLEMENTARY INFORMATION:** The Vision of the Minnesota Comprehensive Statewide Freight and Passenger Rail Plan is to develop a robust intrastate and interstate intercity passenger rail system which results in improved travel options, costs and speeds for Minnesota and interstate travelers. One of the priority program elements identified in the Statewide Rail Plan is to advance corridors incrementally and simultaneously with MnDOT's support, sequencing corridors and improvements depending on financing, right-of-way (ROW) acquisition and agreements with freight railroads.

MnDOT is cognizant of hurdles faced in completely funding the vision for the Corridor in a single funding cycle in favor of partial or incremental funding and building of a passenger rail route in phases allowing for incremental increases in frequency as well as "phased" reduction in travel time. The existing passenger rail service route between Milwaukee and the Twin Cities provides the best opportunity to implement a phased approach for infrastructure improvements due to its potential to incrementally implement a reduction in travel time and increase in frequency. This phased approach recognizes the constraints associated with funding requirements for major infrastructure improvements at the state and federal levels and is consistent with the Minnesota Statewide Rail Plan.

Currently, MnDOT and the Wisconsin Department of Transportation (WisDOT) are coordinating with Amtrak to determine the feasibility of increasing the frequency of the current service from one round-trip per day to two with the introduction of the second *Empire Builder* train between the Twin Cities and Chicago via Milwaukee.

**Environmental Review Process**

The EIS will be developed in accordance with Council on Environmental Quality (CEQ) regulations (40 CFR part 1500 et seq.) implementing the National Environmental Policy Act (NEPA), and FRA's Procedures for Considering Environmental Impacts (64 FR 28545; May 26, 1999). FRA and MnDOT will use a tiered process, as provided for in 40 CFR 1508.28 and in accordance with FRA guidance, in the completion of the environmental review of the Program. The Tier 1 EIS will address broad corridor-level issues. Subsequent Tier 2 reviews would analyze, at a greater level of detail, narrower site-specific projects based on the decisions made in the Tier 1 EIS.

The Tier 1 EIS will result in a NEPA document with the appropriate level of

detail for corridor-level decisions and will address broad overall issues of concern, including but not limited to:

- Confirming the purpose and need for the proposed action.
- Identifying the infrastructure and equipment investment requirements for the reasonable and feasible alternatives.
- Identifying the operational changes required for the reasonable and feasible alternatives.
- Describing the environmental impacts associated with proposed changes in passenger rail train frequency, speed, and on-time performance.
- Characterizing the environmental consequences of the reasonable and feasible alternatives.
- Establishing the timing and sequencing of independent actions to maintain a state of good repair and to implement the proposed action.
- Selecting component projects for Tier 2 NEPA documentation.

Additional information on the Project can be obtained by visiting the Project Web site at <http://www.dot.state.mn.us/passengerrail/mwri/phase7.html> or sending an email to [MWRRIPhase7@state.mn.us](mailto:MWRRIPhase7@state.mn.us).

Issued in Washington, DC, on May 17, 2013.

**Corey Hill,**

*Director, Passenger and Freight Programs,  
Federal Railroad Administration.*

[FR Doc. 2013-12435 Filed 5-23-13; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

May 21, 2013.

The Department of the Treasury will submit the following information collection request to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, Public Law 104-13, on or after the date of publication of this notice.

**DATES:** Comments should be received on or before June 24, 2013 to be assured of consideration.

**ADDRESSES:** Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestion for reducing the burden, to (1) Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for Treasury, New Executive Office Building, Room 10235, Washington, DC 20503, or email at [OIRA\\_Submission@OMB.EOP.GOV](mailto:OIRA_Submission@OMB.EOP.GOV) and

(2) Treasury PRA Clearance Officer, 1750 Pennsylvania Ave. NW., Suite 8140, Washington, DC 20220, or email at [PRA@treasury.gov](mailto:PRA@treasury.gov).

#### FOR FURTHER INFORMATION CONTACT:

Copies of the submission(s) may be obtained by calling (202) 927-5331, email at [PRA@treasury.gov](mailto:PRA@treasury.gov), or the entire information collection request maybe found at [www.reginfo.gov](http://www.reginfo.gov).

#### Alcohol and Tobacco Tax and Trade Bureau (TTB)

*OMB Number:* 1513-0059.

*Type of Review:* Revision of a currently approved collection.

*Title:* Usual and Customary Business Records Relating to Tax-Free Alcohol (TTB REC 5150/3).

*Abstract:* Tax-free alcohol is used for nonbeverage purposes by educational organizations, hospitals, laboratories, etc. These records maintain accountability of spirits and protect tax revenue and public safety.

*Affected Public:* Private Sector: Not-for-profit institutions; Federal Government; State, Local, and Tribal Governments.

*Estimated Annual Burden Hours:* 1.

*OMB Number:* 1513-0061.

*Type of Review:* Extension without change of a currently approved collection.

*Title:* Letterhead Applications and Notices Relating to Denatured Spirits (TTB REC 5150/2).

*Abstract:* Denatured spirits are used for nonbeverage industrial purposes in the manufacture of personal and household products. Permits, applications, and notices control the authorized uses and flow of denatured spirits, and protect the tax revenue and public safety.

*Affected Public:* Private Sector: Businesses or other for-profits, Not-for-profit institutions; State, Local and Tribal Governments.

*Estimated Annual Burden Hours:* 1,890.

*OMB Number:* 1513-0071.

*Type of Review:* Extension without change of a currently approved collection.

*Title:* Tobacco Products Importer or Manufacturer—Records of Large Cigar Wholesale Prices (TTB REC 5230/1).

*Abstract:* Because the tax on large cigars is based on the sales price, these records are needed to verify that the correct tax has been determined by the manufacturer or importer.

*Affected Public:* Private Sector: Businesses or other for-profits.

*Estimated Annual Burden Hours:* 1,906.

*OMB Number:* 1513-0127.

*Type of Review:* Extension without change of a currently approved collection.

*Title:* Petition for the establishment of an American Viticultural Area.

*Abstract:* TTB establishes American Viticultural Areas (AVAs) through the regulatory process based on petitions submitted from the public. TTB regulations in 27 CFR Part 9 specify the information that must be included in the petition for TTB to be able to evaluate the petition and consider creating a new AVA or amending the name, boundary, or other terms of an existing AVA.

*Affected Public:* Private Sector: Businesses or other for-profits, Farms.

*Estimated Annual Burden Hours:* 1,430.

**Dawn D. Wolfgang,**

*Treasury PRA Clearance Officer.*

[FR Doc. 2013-12446 Filed 5-23-13; 8:45 am]

**BILLING CODE 4810-31-P**

## DEPARTMENT OF THE TREASURY

### Fiscal Service

#### Treasury Order Establishing the Bureau of the Fiscal Service

**AGENCY:** Bureau of the Fiscal Service, Fiscal Service, Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** The Department of the Treasury is publishing Treasury Order 136-01 that formally establishes within the Department the Bureau of the Fiscal Service, consolidating the Financial Management Service ("FMS") and the Bureau of the Public Debt ("BPD").

**DATES:** Treasury Order 136-01 was effective October 7, 2012.

**FOR FURTHER INFORMATION CONTACT:** Marc Seldin, Senior Counsel, 202-874-6863 or [marc.seldin@fms.treas.gov](mailto:marc.seldin@fms.treas.gov); or David Copenhaver, Senior Attorney, at 304-480-6665 or [david.copenhaver@bpd.treas.gov](mailto:david.copenhaver@bpd.treas.gov).

**SUPPLEMENTARY INFORMATION:** On October 7, 2012, the Secretary of the Treasury issued Treasury Order 136-01. The Order consolidated and redesignated the bureaus formerly known as the Bureau of the Public Debt and the Financial Management Service as the Bureau of the Fiscal Service. The Order delegates to the Commissioner, Bureau of the Fiscal Service, the authority that was previously delegated to the Commissioner of the Public Debt and the Commissioner, Financial Management Service. The Order also provides for the continuation of all