

the air. The 2001 PEIS evaluated the impacts of launching 72 small capacity rockets, including the Pegasus launch vehicle family, over a 10-year period. The estimated annual number of launches ranged from four to nine launches, with an average of seven annual launches. The rate of Pegasus launches at CCAFS under the FAA's Proposed Action would not be expected to exceed the rate of launches analyzed in the 2001 PEIS. The only alternative to the Proposed Action is the No Action Alternative. Under this Alternative, the FAA would not issue or renew Launch Operator Licenses to operate Pegasus launch vehicles at CCAFS.

Resource areas were considered to provide a context for understanding and assessing the potential environmental effects of the Proposed Action, with attention focused on key issues. The resources areas considered in the Final EA included air quality; biological resources (including fish, wildlife, and plants); compatible land use; Department of Transportation Section 4(f) resources; hazardous materials, pollution prevention, and solid waste; historical, architectural, archaeological, and cultural resources; noise; socioeconomic impacts; and water quality (including floodplains and wetlands). Potential cumulative impacts of the Proposed Action were also addressed in the Final EA.

After careful and thorough consideration of available data and information on existing conditions and potential impacts, the FAA has determined that there will be no significant short-term, long-term, or cumulative impacts to the environment or surrounding populations from the issuance or renewal of Launch Operator Licenses to operate Pegasus launch vehicles at CCAFS. The proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment within the meaning of NEPA. Therefore, an Environmental Impact Statement for the Proposed Action is not required and the FAA issued a FONSI.

The FAA has posted the Final EA and FONSI on the FAA Office of Commercial Space Transportation Web site at http://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/review/launch/.

FOR FURTHER INFORMATION CONTACT: Mr. Daniel Czelusniak, Environmental Program Lead, Office of Commercial Space Transportation, Federal Aviation

Administration, 800 Independence Avenue, SW., Room 325, Washington, DC 20591, telephone (202) 267-5924; E-mail daniel.czelusniak@faa.gov.

Issued in Washington, DC, on March 1, 2011.

Michael McElligott,
Manager, Space Systems Development Division.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2011-0014]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below is forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on December 8, 2010 (Citation 75 FR 76518). No comments were received from that notice.

DATES: Comments must be submitted before April 7, 2011. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366-6680.

SUPPLEMENTARY INFORMATION:

Title: Survey of FTA Stakeholders (OMB Number: 2132-0564).

Abstract: Executive Order 12862, "Setting Customer Service Standards," requires FTA to identify its customers and determine what they think about FTA's service. The survey covered in this request will provide FTA with a means to gather data directly from its stakeholders. The information obtained from the survey will be used to assess how FTA's services are perceived by stakeholders, determine opportunities for improvement and establish goals to measure results. The survey will be limited to data collections that solicit voluntary opinions and will not involve information that is required by regulations.

Estimated Total Annual Burden: 1,200 hours.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention: FTA Desk Officer.

Comments are Invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued on: March 2, 2011.

Ann M. Linnertz,
Associate Administrator for Administration.

[FR Doc. 2011-5203 Filed 3-7-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement for a Proposed Urban Rail system in Austin, TX

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA), as the Federal lead agency, and the City of Austin (the City) intend to prepare an Environmental Impact Statement (EIS) for the proposed Urban Rail system in Austin, Texas. The EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), as well as provisions of the recently enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The proposed project, described more completely within, is an Urban Rail System, similar to Streetcar, that would connect key activity centers within Central Austin—Mueller Transit-Oriented Redevelopment (Mueller), the University of Texas at Austin (UT) campus, the State Capitol Complex (Capitol), the central business district (CBD), and Austin-Bergstrom International Airport (ABIA) with each