

Advice and recommendations can relate to SSA's systems in the area of internet application, customer service, or any other arena that would improve SSA's ability to serve the American people.

*Agenda:* The Panel will meet on Tuesday, May 4, 2010 from 9 a.m. until 5 p.m. The agenda will be available on the Internet at <http://www.ssa.gov/fstap/index.htm> or available by e-mail or fax on request, one week prior to the starting date.

During the seventh meeting, the Panel may have experts address items of interest and other relevant topics to the Panel. This additional information will further the Panel's deliberations and the effort of the Panel subcommittees.

Public comments will be heard on Tuesday, May 4, 2010, from 4:30 p.m. until 5 p.m. Those interested in providing comments in person should contact the Panel staff as outlined below to schedule a time slot. Members of the public must schedule a time slot in order to comment. In the event public comments do not take the entire scheduled time period, the Panel may use that time to deliberate or conduct other Panel business. Each person providing public comment will be acknowledged by the Chair in the order in which they are scheduled to testify. Those providing public comment are limited to a maximum five-minute, verbal presentation. In lieu of public comments provided in person, written comments may be provided to the panel for their review and consideration. Comments in written or oral form are for informational purposes only for the Panel. Public comments will not be specifically addressed or receive a written response by the Panel.

For hearing impaired persons in need of sign language services please contact the Panel staff as outlined below at least 10 business days prior to the meeting so that timely arrangements can be made to provide this service.

*Contact Information:* Records are kept of all proceedings and will be available for public inspection by appointment at the Panel office. Anyone requiring information regarding the Panel should contact the staff by:

Mail addressed to SSA, Future Systems Technology Advisory Panel, Room 800, Altmeier Building, 6401 Security Boulevard, Baltimore, MD 21235-0001; Telephone at 410-965-9951; Fax at 410-965-0201; or E-mail to [FSTAP@ssa.gov](mailto:FSTAP@ssa.gov).

Dated: April 1, 2010.

**Dianne L. Rose,**

*Designated Federal Officer, Future Systems Technology Advisory Panel.*

[FR Doc. 2010-8239 Filed 4-9-10; 8:45 am]

**BILLING CODE 4191-02-P**

## DEPARTMENT OF TRANSPORTATION

### Research and Innovative Technology Administration

#### Agency Information Collection; Activity Under OMB Review; Omnibus Household Survey Program

**AGENCY:** Research & Innovative Technology Administration (RITA), Bureau of Transportation Statistics (BTS), DOT.

**ACTION:** Notice.

**SUMMARY:** In accordance with the requirements of section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) described below is being forwarded to the Office of Management and Budget (OMB) for approval for an extension of a currently approved information collection related to the use of and satisfaction with the nation's transportation system. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection of information was published on February 2, 2010 (75 FR 5370) and the comment period ended on April 5, 2010. The 60-day notice produced no comments.

**DATES:** Written comments should be submitted by May 12, 2010.

**FOR FURTHER INFORMATION CONTACT:** Dr. Pheny Weidman, OHS Program Manager, BTS, RITA, Department of Transportation, 1200 New Jersey Ave. SE., Room E32-318, Washington, DC 20590. Office hours are from 8:30 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Telephone (202) 366-2817, Fax (202) 493-0568 or e-mail [pheny.weidman@dot.gov](mailto:pheny.weidman@dot.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* Omnibus Household Survey (OHS) Program.

*Type of Request:* Approval of an extension of a currently approved information collection.

*OMB Control Number:* 2139-0012.

*Affected Public:* The target population for the OHS Program is the non-institutionalized population, aged 18 and older, who live in the United States. A national probability sample of households generated using list-assisted

random digit dialing (RDD) methodology will be employed by the survey. Individual survey respondents within selected households will be chosen at random.

*Number of Respondents:* 1,500.

*Number of Responses:* 1,500.

*Total Annual Burden:* 625 hours

(Based on previous data collections, we estimate the average time to complete the survey is 25 minutes. 25 minutes × 1,500 respondents = 37,500 minutes/60 minutes = 625 hours). The estimated average time to complete the survey has increased from the 10 minutes stated for previous data collections to 25 minutes. The increase is largely due to the increase in the length of questionnaire. The survey sample size also will increase from the 1,000 respondents used by previous data collections to 1,500. The increase in sample size is due to the inclusion of questions regarding the safety of public transit. In order to ensure that there will be enough samples to produce reliable estimates for those questions, a total of 500 individuals will be oversampled from selected Metropolitan Statistical Areas that provide public transit services.

*Abstract:* In 2005, Congress passed, and the President signed, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU; Pub. L. 109-59). SAFETEA-LU contained a number of legislative mandates including providing data, statistics and analyses to transportation decision-makers. The Research and Innovative Technology Administration, Bureau of Transportation Statistics (RITA/BTS) was tasked to accomplish this legislative mandate under 49 U.S.C. 111(c)(1). RITA/BTS plans to use the Omnibus Household Survey (OHS) to:

- Assess the public's evaluation of the nation's transportation system in light of the DOT's strategic goals (safety, reduced congestion, global connectivity, environmental stewardship and security, preparedness and response),
- Provide a vehicle for the operating administrations within the DOT, as well as other governmental agencies, to survey the public about current transportation issues, and
- Provide national estimates of transportation mode usage.

Each version of the OHS will focus on some subset of topics taken from the list below. Topics may vary from survey to survey since covering all topics in one questionnaire would make the respondent burden unacceptable.

*Choices and frequency of mode use in the month and the week prior to the survey data collection*

Commercial air  
Privately owned vehicle  
Taxi  
Rail transit (subway, streetcar, or light rail)  
Commuter rail  
Transit (local) and intercity (long distance) bus  
Intercity Rail (Amtrak)  
Other modes such as biking and walking  
Confidence in the safety of the following modes of transportation  
Commercial air  
Privately owned vehicle  
Taxi  
Rail transit (subway, streetcar, or light rail)  
Commuter rail  
Water transportation (taxis, ferries, ships)  
Transit (local) and intercity (long distance) bus  
Intercity Rail (Amtrak)  
Other modes such as biking/walking/ferries  
Confidence in the security procedures for the following modes of transportation  
Commercial air  
Charter/general aviation  
Privately owned vehicle  
Rail transit (subway, streetcar, or light rail)  
Commuter rail  
Water transportation (taxis, ferries, ships)  
Transit (local) and intercity (long distance) bus  
Intercity Rail (Amtrak)  
Assessment of/satisfaction with security procedures for the following modes of transportation  
Commercial air  
Charter/general aviation  
Rail transit (subway, streetcar, or light rail)  
Commuter rail  
Water transportation (taxis, ferries, ships)  
Transit (local) and intercity (long distance) bus  
Intercity Rail (Amtrak)  
Processing through security at  
Commercial airports  
Train stations  
Waterway entry points for ferries, water taxis, cruises  
Knowledge of current check-in procedures at  
Commercial airports  
Train stations  
Waterway entry points for ferries, water taxis, cruises  
Knowledge of/confidence in the Alien Flight Student Program  
Experiences with transit delays related to suspicious/unattended baggage  
Willingness/tolerance of transportation security risk management procedures

Information on journey to work  
Transportation used (single mode/multiple mode)  
Time required for one-way trip  
Number of days traveled  
Assessment of congestion  
Methods for dealing with congestion  
Telecommuting information  
Commuting costs  
Availability of transportation subsidies  
Impact of congestion on commute  
Impact of on-line shopping on passenger and freight travel  
Impact of accessibility of transportation on livability of communities  
Assessment of/opinions regarding distracted driving behaviors

*Public Comments Invited:* Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the DOT; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, *Attention:* BTS Desk Officer.

Issued in Washington, DC, on this 5th day of April 2010.

**Steven D. Dillingham,**

*Director, Bureau of Transportation Statistics, Research and Innovative Technology Administration.*

[FR Doc. 2010-8235 Filed 4-9-10; 8:45 am]

**BILLING CODE 4910-HY-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Supplemental Notice of Intent To Prepare an Environmental Assessment and Request for Public Scoping Comments for the Air Tour Management Plan Program at Mount Rainier National Park

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

**ACTION:** Supplemental Notice of Intent To Prepare an Environmental Assessment and to request public scoping comments.

**SUMMARY:** The FAA, with National Park Service (NPS) as a cooperating agency, has initiated development of an Air Tour Management Plan (ATMP) for Mount Rainier National Park (MORA),

pursuant to the National Parks Air Tour Management Act of 2000 (Pub. L. 106-181) and its implementing regulations (14 CFR Part 136, Subpart B, National Parks Air Tour Management). The objective of the ATMP is to develop acceptable and effective measures to mitigate or prevent the significant adverse impacts, if any, of commercial air tour operations upon the natural resources, cultural resources, and visitor experiences of a national park unit and any tribal lands within or abutting the park. It should be noted that the ATMP has no authorization over other non-air-tour operations such as military and general aviation operations. In compliance with the National Environmental Policy Act of 1969 (NEPA) and FAA Order 1050.1E, CHG 1, an Environmental Assessment is being prepared. This supplemental notice of intent extends the date by which scoping comments must be submitted (*see DATES*) because the original **Federal Register** notice published on April 2, 2010 (Vol. 75, No. 63, 16899-16900) referenced a link to the FAA Web site that had the wrong public scoping packet. The correct public scoping packet has now been posted.

In October 2009, the NPS and FAA held a two-day kickoff meeting at MORA; minutes may be found at: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/arc/programs/air\\_tour\\_management\\_plan/park\\_specific\\_plans/mountrainier.cfm](http://www.faa.gov/about/office_org/headquarters_offices/arc/programs/air_tour_management_plan/park_specific_plans/mountrainier.cfm).

The purpose of the kickoff meeting was for the FAA and NPS to have the opportunity to share information regarding environmental and other issues to consider in the development of an ATMP. Materials presented at the meeting included information on: park resources; the acoustical environment at MORA; current and historical air tour operations; and representative air tour flight paths. In addition, MORA staff provided information regarding sensitive park resources, tribal concerns, and tourism patterns. Based on input received at the meeting, the FAA and NPS have decided to proceed with developing the ATMP at MORA with an Environmental Assessment (EA).

The FAA and NPS are now inviting the public, agencies, tribes, and other interested parties to provide comments, suggestions, and input on the scope of issues to be addressed in the environmental process.

**DATES:** By this notice, the FAA is requesting comments on the scope of the environmental assessment for the ATMP at Mount Rainier National Park. Comments must be submitted by May 12, 2010.