

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.

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.

FOR FURTHER INFORMATION CONTACT:

Keith Lusk—Mailing address: P.O. Box 92007, Los Angeles, California 90009–2007. Telephone: (310) 725–3808. Street address: 15000 Aviation Boulevard, Lawndale, California 90261. E-mail: Keith.Lusk@faa.gov. Written comments on the scope of the Environmental Assessment should be submitted electronically via the electronic public comment form on the NPS Planning, Environment and Public Comment System at: <http://parkplanning.nps.gov/projectHome.cfm?parkId=323&projectId=29122>, or sent to the mailing address or e-mail address above.

SUPPLEMENTARY INFORMATION: A public scoping packet that describes the project in greater detail is available at:

- http://www.faa.gov/about/office_org/headquarters_offices/arc/programs/air_tour_management_plan/park_specific_plans/mountainair.cfm.
- Longmire Museum, Mount Rainier National Park.
- Henry M Jackson Memorial Visitor Center at Paradise, Mount Rainier National Park.
- Ohanapecosh Visitor Center, Mount Rainier National Park.
- Sunrise Visitor Center, Mount Rainier National Park.
- Eatonville Library.
- Puyallup Library.
- Enumclaw City Library.
- Buckley Library.
- Tacoma Public Library.
- Yakima Valley Regional Library.
- Environmental Ctr. Resource Library, Huxley College of Environmental Studies, Western Washington University.
- <http://parkplanning.nps.gov/projectHome.cfm?parkId=323&projectId=29122>.

Notice Regarding FOIA: Individuals may request that their name and/or address be withheld from public disclosure. If you wish to do this, you must state this prominently at the beginning of your comment. Commentators using the Web site can make such a request by checking the box “keep my contact information private.” Such requests will be honored to the extent allowable by law, but you should be aware that pursuant to the Freedom of Information Act, your name and address may be disclosed. We will make all submissions from organizations, businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses available for public inspection in their entirety.

Issued in Hawthorne, CA, on April 5, 2010.

Keith Lusk,

Program Manager, Special Programs Staff, Western-Pacific Region.

[FR Doc. 2010–8194 Filed 4–9–10; 8:45 am]

BILLING CODE P

DEPARTMENT OF THE TREASURY

Departmental Offices; Proposed Collection; Comment Request

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 take this opportunity to comment on proposed and/or continuing information collections, 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 (OFS) is soliciting comments concerning the banks and thrifts, banks and thrifts exchange, and credit union applications for the Community Development Capital Initiative.

DATES: Written comments should be received on or before June 11, 2010 to be assured of consideration.

ADDRESSES: Direct all written comments to Department of the Treasury, Daniel Abramowitz, 1500 Pennsylvania Avenue, NW., Washington, DC 20220; (202) 927–9645.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form(s) and instructions should be directed as above.

SUPPLEMENTARY INFORMATION:

Title: Troubled Asset Relief Program (TARP)—Community Development Capital Initiative (CDCI).

OMB Control Number: 1505–0223.

Abstract: Authorized under the Emergency Economic Stabilization Act (EESA) of 2008 (Pub. L. 110–343), the Department of the Treasury is implementing several aspects of the Troubled Asset Relief Program. The statute provides the Secretary broad authority to purchase and insure mortgage assets, and to purchase any other financial instrument that the Secretary, in consultation with the Federal Reserve Chairman, determines necessary to stabilize our financial markets—including equity securities. The TARP is comprised of several components including a voluntary Community Development Capital Initiative (CDCI) under which the

Department may purchase qualifying assets from U.S. banking organizations that are certified Community Development Financial Institutions (CDFI). Treasury, through Federal banking and credit union agencies, is seeking applicant information for financial institutions that seek participation in the CDCI.

Eligible institutions include bank holding companies, financial holding companies, insured depository institutions, credit unions, and savings and loan holding companies that engage solely or predominately in activities that are permissible for financial holding companies under relevant law. To qualify, the applicant must be established and operating in the United States and may not be controlled by a foreign bank or company, and must be a certified CDFI. Additionally, CDFIs that have participated in and have outstanding obligations under the TARP Capital Purchase Program (CPP) may apply to request an exchange of securities purchased under CPP by Treasury, for securities to be issued to Treasury under the CDCI. Eligibility to participate in the CDCI solely for purposes of exchanging outstanding obligations under CPP shall occur without regard to whether the institution seeks to participate in the CDCI for purposes of receiving additional capital. Institutions seeking additional capital under the CDCI shall submit a separate application for that purpose.

The application information will be used to determine eligibility and participation in the CDCI.

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

Affected Public: Private sector: Businesses or other for-profits.

Estimated Number of Respondents: 200.

Estimated Total Annual Burden Hours: 400 hours.

Comments submitted in response to this notice will be summarized and included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information including the validity of the methodology and assumption used; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information