

expected to exceed the DNL threshold of 65 dBA in nearby residential areas or exceed the 85 dBA noise threshold limit value recommended for workers in an 8-hour day. Noise produced from Falcon 1 and Falcon 9 launch vehicles would be sufficiently reduced by the deluge system and would not be expected to produce negative effects beyond those that have already been analyzed and experienced under ongoing launch activities. Impacts on humans from sonic booms would not be significant under the Proposed Action.

Socioeconomics: Construction and refurbishment activities would result in a temporary and minor increase in the number of on-base personnel. This increase would not represent a significant increase in the population or growth rate of the region, since most of the construction crew already live and work in the area.

The addition of up to 25 workers at CCAFS to support the Proposed Action does not represent a significant increase in the population or growth rate of the region. The Proposed Action would not significantly affect the local housing market or result in the need for new social services or support facilities. The Proposed Action would not generate negative socioeconomic impacts in the region.

Environmental Justice: Environmental impacts generated by operation, construction, and refurbishment activities for the Proposed Action would not be significant and would not adversely affect minority or low-income populations or children. The operation and refurbishment of the Proposed Action would not cause any environmental justice impacts.

Water Resources: Construction in the northeast quadrant of SLC 40 would not substantially alter the existing drainage course and adverse impacts to natural drainage would not be expected. A Storm Water Erosion and Pollution Prevention Plan would be developed and implemented to minimize impacts from erosion. SpaceX would obtain all necessary permits. Proposed construction and refurbishment activities would not be expected to disturb wetlands or affect any floodplains.

No impacts on surface water quality would occur from industrial wastewater from the deluge water system. Significant impacts would not be expected on jurisdictional waters of the United States from inadvertent discharge of deluge wastewater. When the first stage splashes down in the ocean, approximately 5 gallons of RP-1 would be expelled and would dissipate within hours and would not

significantly impact water quality. Water demands for the Proposed Action would be supplied by existing water distribution systems at CCAFS, and wastewater would be processed through existing wastewater handling and treatment systems at CCAFS. Water demands would have a negligible impact on these existing systems, and local and regional water resources would not be affected.

Cumulative Impacts: Cumulative impacts to biological resources, air quality, and water resources were considered in the Falcon Launch Vehicle Program EA. Some vegetative damage could occur from occasional brush fires and/or heat from the launch and acid deposition in the near-field areas. The loss of tree and shrub species and an increase of grass and sedge species could occur. Far-field vegetation should recover between launches since far-field deposition would not occur in the same area after each launch. There should be no significant impacts on terrestrial wildlife from the exhaust cloud because the cloud would remain in anyone area for only a short period of time. The implementation of a light management plan to reduce beach lighting during the nesting season should reduce adverse impacts to sea turtles.

Because the atmospheric emissions associated with launch programs are brief and sporadic, the long-term cumulative air quality impacts in the lower atmosphere would not be expected to be significant. Short-term cumulative air quality impacts would not occur because launches for the various programs would not be conducted at the same time. The relatively small emissions associated with ground support operations would have little incremental and cumulative impact in an area that presently meets air quality standards. No long-term adverse air impacts would be expected from refurbishment activities. No cumulative impacts to water resources would be expected.

Determination: An analysis of the Proposed Action has concluded that there would be no significant short-term or long-term effects to the environment or surrounding populations. After careful and thorough consideration of the facts herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives set forth in Section 101(a) of the NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation

pursuant to Section I 02(2)(c) of NEPA. Therefore, an Environmental Impact Statement for the Proposed Action is not required.

Issued in Washington, DC on: January 15, 2009.

George Nield,

Associate Administrator for Commercial Space Transportation.

[FR Doc. E9-1974 Filed 1-29-09; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

NextGen Mid-Term Implementation Task Force

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of NextGen Mid-Term Implementation Task Force meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the NextGen Mid-Term Implementation Task Force.

DATES: The meeting will be held February 10, 2009 starting at 1 p.m. to 4 p.m.

ADDRESS: Discovery Ballroom, Holiday Inn Capitol, 550 C Street, SW., Corner of 6th & C Streets, SW., Washington, DC 20024 (*METRO: L'Enfant Plaza Station, Use 7th & Maryland Exit*).

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 850, Washington, DC, 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a NextGen Mid-Term Implementation Task Force meeting. The agenda will include:

- Opening Plenary (Welcome and Introductions).
- NextGen Implementation Overview and Establishment of
- NextGen Mid-Term Implementation Task Force.
- NextGen Task Force Terms of Reference, Organization, and Leadership.
- Closing Plenary (Other Business, Document Production, Date and Place of Next Meeting, 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 January 22, 2009.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. E9-1976 Filed 1-29-09; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Placer Parkway Partially Revised Draft Tier I Environmental Impact Statement

DATE: January 2009.

AGENCY: United States Department of Transportation, Federal Highway Administration.

ACTION: Notice of Availability (NOA) of the Placer Parkway Partially Revised Draft Tier I Environmental Impact Statement (EIS).

SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice to advise the public of the availability of a Partially Revised Draft Tier 1 EIS for the Placer Parkway Corridor Preservation Project, a proposed transportation corridor in western Placer and eastern Sutter Counties, California. Specifically, the action being considered and evaluated is to select and preserve a 500- to 1,000-foot-wide corridor in the project study area, within which the future four- or six-lane Placer Parkway may be constructed. Placer Parkway is intended to reduce anticipated congestion on both the local and regional transportation system and to advance economic development goals in south Sutter County and southwestern Placer County.

Five corridor build alternatives and a no-build alternative are evaluated in the Draft Tier 1 EIS. Although the Parkway would be designed and construction-level impacts analyzed during Tier 2, for the purpose of the Draft Tier 1 EIS, several assumptions have been made about potential design and configuration concepts. These assumptions would be subject to further development and refinement, and specific decisions about design of the roadway would be made during the Tier 2 process. The Parkway would be a high-speed, limited access roadway. Conceptually, interchanges would be located at SR 70/99 (at one-half mile north of Riego Road or at Sankey Road), one or two locations to be determined in southern Sutter County,

Fiddymont Road, Foothills Boulevard, and SR 65 at Whitney Ranch Parkway. Access would be restricted for the 7-mile segment between Pleasant Grove Road and Fiddymont Road. The Draft Tier 1 EIS assumes no interchanges in this segment.

Revisions to the Draft Tier 1 EIS and Additional Analyses in the Partially Revised Draft Tier 1 EIS: The Partially Revised Draft Tier 1 EIS serves as a supplement to the Draft Tier 1 EIS issued in June 2007, to reflect additional analyses developed since the publication of the prior draft. The Partially Revised Draft Tier 1 EIS provides revisions to the Draft Tier 1 EIS, including updates to farmland classification data and greenhouse gas emissions. It also includes additional analyses of growth inducement, secondary and indirect impacts and cumulative impacts based on hypothetical future scenarios prepared for the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers.

Public Review and Comment Period: Comments regarding the Partially Revised Draft Tier 1 EIS shall be accepted beginning on January 30, 2009 and must be submitted in writing by 5 p.m. on March 15, 2009 to Placer County Transportation Planning Agency (PCTPA) via regular mail to PCTPA, Attention: Celia McAdam, Executive Director, 299 Nevada St., Auburn, California 95603, or via e-mail to pctpapctpa.net.

FOR FURTHER INFORMATION CONTACT: Ms. Celia McAdam, Executive Director, 299 Nevada St., Auburn, California 95603, or via e-mail to pctpapctpa.net.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of Federal Register's home page at <http://www.nara.gov/fedreg> and the Government Printing Office's Web page at <http://www.access.gpo.gov/nara>.

Background: The FHWA, in cooperation with the California Department of Transportation (Caltrans), Sutter County, and the South Placer Regional Transportation Authority (SPRTA), prepared a Partially Revised Draft Tier 1 EIS on a proposal to select and preserve a corridor for the future construction of Placer Parkway, a new east-west roadway linking State Route (SR) 70/99 in Sutter County east to SR

65 in Placer County. Placer Parkway is intended to reduce anticipated congestion on both the local and regional transportation system and to advance economic development goals in south Sutter County and southwestern Placer County.

Specifically, the action being considered and evaluated by FHWA, Caltrans and SPRTA is to select and preserve a 500- to 1,000-foot-wide corridor in the project study area, within which the future four- or six-lane Placer Parkway may be constructed. Five or six interchanges are proposed, depending on the corridor alignment alternative.

The proposed Parkway project is identified in the Sacramento Council of Government's (SACOG) 2025 Metropolitan Transportation Plan (MTP) and the 2022 Placer County Regional Transportation Plan. The planning for Placer Parkway involves two phases: (1) The present action, selection of a corridor (titled the Placer Parkway Corridor Preservation Project), and (2) the future selection of a precise alignment within the corridor and a decision whether or not to build the Parkway. If a build alternative is selected and pursued after the second phase, the ultimate Placer Parkway project would be constructed and operated. Each phase will be subject to its own environmental review, a process known as "tiered" environmental review under both state and federal law. The selection of a corridor is the subject of the Tier 1 EIS.

The Placer Parkway Corridor Preservation Draft Tier 1 EIS was completed on June 29, 2007. It was circulated for public comment on July 2, 2007. The comment period ended on September 10, 2007. To the degree feasible, the Draft Tier 1 EIS reviewed the reasonably foreseeable environmental effects of the construction and operation of the Parkway. Selection of a more precise alignment within the corridor, and construction and operation of the Parkway, will be the subject of a later Tier 2 environmental document.

The Revised Draft Tier 1 EIS serves as a supplement to the Draft Tier 1 EIS issued in June 2007, to reflect additional analyses developed since the publication of the prior draft. The Revised Draft Tier 1 EIS provides revisions to the Draft Tier 1 EIS, including updates to farmland classification data, and greenhouse gas emissions. It also includes additional analyses of growth inducement, secondary and indirect impacts and cumulative impacts based on hypothetical future scenarios prepared