

protection. USDOJ also encouraged TVA to provide greater transparency on future resource stewardship funding. USEPA continued to support Alternative C, but accepted TVA's preference for Alternative D. USEPA also requested that TVA better engage minority and low-income communities during the implementation of the NRP.

Decision

On August 18, 2011, the TVA Board of Directors determined that the preferred Alternative D—Blended Management was in the best interest of TVA and approved its implementation. This decision was based on that alternative's alignment with TVA's Environmental Policy, its focus on certain key programs that establish a baseline for future enhanced implementation efforts, and the flexibility it provides for the use of partnerships, volunteers, and other sources of funding to leverage programs to their full potential while working within resource and staff constraints.

Mitigation Measures

The natural resource management programs and activities associated with Alternative D have been designed to result in minimal adverse environmental impacts during their implementation and to result in long-term beneficial impacts. TVA will conduct site and/or activity-specific environmental reviews of its actions to implement the NRP and incorporate appropriate measures to avoid, minimize, or mitigate adverse impacts. TVA has developed a programmatic agreement (PA) for the management of historic properties affected by the NRP. This PA was signed by TVA on July 29, 2011, and by the Advisory Council on Historic Preservation on August 5, 2011. The PA requires that TVA develop and implement a Cultural Resources Management Plan within three years. This plan will address both TVA's compliance with Section 106 of the National Historic Preservation Act when implementing the various NRP activities and TVA's implementation of the cultural resource management programs and activities included in NRP Alternative D—Blended Management.

Dated: September 6, 2011.

Anda A. Ray,

Senior Vice President, Environment and Technology.

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OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

[Docket No. USTR-2011-0011]

Notice and Request for Comments: Two-Year Extension of Softwood Lumber Agreement

AGENCY: Office of the United States Trade Representative.

ACTION: Notice and request for public comment.

SUMMARY: The U.S.-Canada Softwood Lumber Agreement (“SLA” or “the Agreement”) entered into force on October 12, 2006 and is currently scheduled to expire on October 12, 2013. The SLA includes a provision for extension of the Agreement for an additional two years. The United States is considering extending the SLA through October 12, 2015. Interested persons are invited to submit comments on the possible extension of the Agreement.

DATES: To ensure consideration, comments should be submitted no later than 30 days after publication of the notice.

ADDRESSES: Comments should be submitted electronically via the Internet at <http://www.regulations.gov>, docket number USTR-2011-0011. If you are unable to provide submissions by <http://www.regulations.gov>, please contact Mary Sullivan Smith at (202) 395-9404 to arrange for an alternative method of transmission.

FOR FURTHER INFORMATION CONTACT: Mary Sullivan Smith, Director for Canada, (202) 395-9404, for questions concerning procedures for filing submissions in response to this notice.

Background: The entry into force of the 2006 U.S.-Canada Softwood Lumber Agreement settled litigation in U.S. and international venues and resulted in the revocation of antidumping and countervailing duty orders on softwood lumber from Canada. The SLA is designed to constrain softwood lumber exports from Canada into the United States when demand in the United States is low. In favorable market conditions, the SLA provides for unrestricted trade in softwood lumber.

As part of the SLA, the United States agreed to cease the collection of antidumping and countervailing duties upon softwood lumber from Canada and to refund US\$5 billion in deposits of duties. In exchange, Canada agreed, among other things, to apply export measures—export charges and volume limitations—to shipments of softwood lumber from Canada to the United States when the price of softwood

products falls below a certain level. The SLA provides for arbitration to resolve disputes between the United States and Canada regarding the interpretation and implementation of the Agreement. Under the SLA, arbitration is conducted under the rules of the LCIA.

Pursuant to Article XVIII “the SLA 2006 shall remain in force for 7 years after the Effective Date and may be extended by agreement of the Parties for an additional 2 years.” Without an extension, the Agreement will expire in October 12, 2013. USTR is considering extending the SLA for two years pursuant to the President's constitutional authority to conduct the foreign relations of the United States, as delegated to the USTR from the President through Executive Orders, including Executive Order 11846 (Administration of the Trade Agreements Program). Request for Public Comment: The USTR invites comments from interested persons with respect to the possible extension of the SLA 2006.

To submit comments via <http://www.regulations.gov>, enter docket number USTR-2011-0011 on the home page and click “Search”. The site will provide a search-results page listing all documents associated with this docket. Find a reference to this notice by selecting “Notice” under “Document Type” the search-results page, and click on the link entitled “Send a Comment” (For further information on using the <http://www.regulations.gov> Web site, please consult the resources provided on the Web site by clicking on “How to Use This Site” on the left side of the home page.)

The <http://www.regulations.gov> site provides the option of providing comments by filling in a “Type Comment” field, or by attaching a document. All comments should be provided in an attached document. Submissions must state clearly the position taken and describe with specificity the supporting rationale and must be written in English. After attaching the document, it is sufficient to type “See attached” in the “Type Comment” field.

Comments will be placed in the docket and open to public inspection except confidential business information. Comments may be viewed on the <http://www.regulations.gov> Web site by entering docket number USTR-2011-0011 in the search field on the home page.

Persons wishing to submit business confidential information must certify in writing that such information is confidential and such information must be clearly marked “Business

Confidential” at the top and bottom of the cover page and each succeeding page. Submit any documents containing business confidential information with a file name beginning with the characters “BC”. Submit, as a separate submission, a public version of the submission with a file name beginning with the character “P”. The “BC” and “P” should be followed by the name of the person or entity submitting the comments. Electronic submissions should not attach separate cover letters; rather, information that might appear in a cover letter should be included in the comments you submit. Similarly, to the extent possible, please include any exhibits, annexes, or other attachments to a submission in the same file as the submission itself and not as separate files.

Mary Sullivan Smith,

Director for Canadian Affairs.

[FR Doc. 2011-23676 Filed 9-14-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation (AST); Notice of Availability of the Supplemental Environmental Assessment (SEA) and Finding of No Significant Impact (FONSI) for the Federal Aviation Administration (FAA)/AST To Renew Launch Site Operator License (LSO 01-005) to Spaceport Systems International (SSI) for the Continued Operation of the California Spaceport at Vandenberg Air Force Base (VAFB), CA

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of Availability of SEA and FONSI.

SUMMARY: In accordance with the National Environmental Policy Act (NEPA) of 1969, 42 United States Code 4321-4347 (as amended), Council on Environmental Quality (CEQ) NEPA implementing regulations (40 Code of Federal Regulations [CFR] parts 1500-1508), and FAA Order 1050.1E, Change 1, the FAA is announcing the availability of a SEA and FONSI for the FAA/AST to renew Launch Site Operator License (LSO-01-005) to SSI for the continued operation of the California Spaceport at VAFB, California. The SEA supplements the U.S. Air Force February 1995 EA for the California Spaceport (1995 EA) and was prepared to address the potential

environmental impacts of the FAA/AST's Proposed Action to renew SSI's Launch Site Operator License for the continued operation of the California Spaceport. The Launch Site Operator License would be valid for 5 years. The 1995 EA analyzed the potential environmental impacts of construction and operation of a commercial launch facility (which is now the California Spaceport) at VAFB, California.

Activities addressed in the SEA include launches of a variety of vertically-launched launch vehicles (Minuteman and Castor 120 derivative boosters) at the California Spaceport over the 5-year term of the license. Since 1996 when FAA issued SSI its first Launch Site Operator License, SSI has supported eight commercial launches. Although the terms of the license do not specify the number of launches allowed, FAA selected a conservative value of up to 15 launches per year has been considered for the purposes of the SEA's environmental analysis. The largest launch vehicle proposed to launch from the California Spaceport is the Athena III, consisting of a two-stage Castor 120 solid-propellant rocket motor with the addition of up to six Castor IVA or Castor IVXL rocket motors strapped to the first stage.

The 1995 EA analyzed the potential environmental impacts of construction and operation of a commercial launch facility (which is now the California Spaceport) at VAFB, California. The analysis considered operation of variety of vertical launch vehicles, including the Athena III. The proposed activities at the California Spaceport remain consistent with those analyzed in the 1995 EA and are incorporated by reference in the SEA. The SEA summarizes the data and environmental analysis presented in the 1995 EA where the data and analysis remains substantially valid. In addition, the SEA provides new data and analysis where information presented in the 1995 EA is outdated.

The resource areas considered in the SEA include air quality; biological resources (fish, wildlife, and plants); noise; land use (including coastal resources); historical, architectural, archaeological, and cultural resources; Department of Transportation Section 4(f) Properties; geology and soils; hazardous materials, pollution prevention, and solid waste; health and safety; socioeconomics, environmental justice, and children's environmental health and safety; and water quality (including floodplains and wetlands). Potential cumulative impacts of the Proposed Action were also addressed in the SEA. Alternatives analyzed in the

SEA included the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not renew the Launch Site Operator License to SSI for continued operation of the California Spaceport at VAFB. Existing USAF activities would continue at VAFB.

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 renewal of the Launch Site Operator License for continued operations of the California Spaceport at VAFB. The Proposed 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 SEA and FONSI on the Internet at http://www.faa.gov/about/office_org/headquarters_offices/ast/.

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: September 7, 2011.

Michael McElligott,

Manager, Space Transportation Development Division.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted