

100 respondents; one hour each to complete the enplanement report four times per year assuming 120 grant recipients; ten hours to complete the final report, assuming 40 grant recipients file final reports each year; and three hours to complete a reimbursement request, assuming 120 grant recipients file one reimbursement request each month. With the exception of the reimbursement requests, which must include an original signature and supporting documentation, respondents are permitted to submit the collection data electronically to the Department. The Department expects to transition into an electronic submission system for reimbursement requests within the next 12 months.

*Comments are invited on:* (a) Whether the proposed collection of information is reasonable for the proper performance of the grant award functions of the Department under the Small Community Program, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information collection; and (d) 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.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, DC, on April 13, 2006.

**Todd Homan,**

*Acting Director, Office of Aviation Analysis.*  
[FR Doc. E6-5838 Filed 4-18-06; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2006-24493]

#### Agency Information Collection

#### Activities: Request for Comments for New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the

**Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by June 19, 2006.

**ADDRESSES:** You may submit comments identified by DOT DMS Docket Number 2006-24493 to the Docket Clerk, via the following methods:

- Web site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**Docket:** For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Chris Jaeschke, (703) 404-6306, Planning and Programming (HFPP-15), Eastern Federal Lands Highway Division, Federal Highway Administration, Department of Transportation, 21400 Ridgetop Circle, Sterling, VA 20166. Office hours are from 7:30 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

**Title:** George Washington Birthplace National Historic Site, Visitor Transportation Survey.

**Background:** The transportation related data that is collected is used for management decisions that affect visitor access and mobility, including estimates of the facility's future highway needs and assessments of highway system performance. The information is used by the FHWA to develop and implement legislation and by State and Federal transportation officials to adequately plan, design, and administer effective, safe, and efficient transportation systems in and around the subject facility. This data is essential to the FHWA and Congress in evaluating the effectiveness of the Federal-Lands Highway Program (FLHP). The data that is required by the FLHP is continually reassessed and streamlined by the FHWA.

**Respondents:** General public visitors to the National Historic Site.

**Estimated Average Burden Per Response:** The estimated average reporting burden per response is 10 minutes.

**Estimated Total Annual Burden:** The estimated total annual burden for all respondents is 17 hours.

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that burdens could be minimized, including use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

**James R. Kabel**

*Chief, Management Programs and Analysis Division.*

[FR Doc. E6-5815 Filed 4-18-06; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Environmental Impact Statement on New Transit Operations in Madison, WI

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of Intent To Prepare an Environmental Impact Statement (EIS).

**SUMMARY:** The Federal Transit Administration (FTA) and the City of Madison, WI (Madison) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for a proposal by Madison to implement new transit operations in an approximately 13-mile travel corridor extending from the City of Middleton on the west, through the campus of the University of Wisconsin-Madison to the Isthmus of Madison, WI to the American Parkway interchange on US 151, southwest of Sun Prairie, WI and encompassing the surrounding urbanized areas.

Growing mobility challenges coupled with very limited opportunity for highway capacity expansion has prompted the communities in the area to consider investment in transportation improvements, both to supplement and enhance existing Metro bus service and

to extend service to new markets throughout the corridor and in the region.

Alternatives proposed to be considered in the draft EIS include No Build, the Transportation System Management (TSM) Alternative and various Build Alternatives.

**DATES:** *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to Madison by May 29, 2006.

*Scoping Meetings:* An agency scoping meeting will be held at 1 p.m. on Wednesday, April 26, 2006, at Monona Terrace, One John Nolen Drive, in Madison, WI. A public scoping meeting open house will be held at the same location on Wednesday, April 26, 2006, from 5 p.m. to 8 p.m.

The scoping meeting sites are accessible to mobility-impaired individuals. If you need an interpreter, materials in alternate formats, or other accommodations to access this service, activity or program, please contact the City of Madison, Department of Planning and Development at (608) 266-4635, TDD (608) 266-4747. Please do so at least 48 hours prior to the meeting so that the proper arrangements can be made.

**ADDRESSES:** Send written comments on the project scope to David M. Trowbridge, Transport 2020 Project Manager, City of Madison Department of Planning and Development, 215 MLK Jr. Blvd., Madison, WI 53703-3348 or [dtrowbridge@cityofmadison.com](mailto:dtrowbridge@cityofmadison.com) (608) 267-1148.

**FOR FURTHER INFORMATION CONTACT:** Victor Austin, Federal Transit Administration, Region 5 at (312) 886-1625.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Scoping**

The FTA and the City of Madison invite all interested individuals, organizations, businesses, and federal, state, and local agencies to comment on the purpose and need, project alternatives, and scope of the EIS. During the scoping process, comments should focus on the purpose and need for a project, identifying specific transportation problems to be evaluated, or on proposing transportation alternatives that may be less costly, more effective, or have fewer environmental impacts while improving mobility in the corridor.

Following the public scoping process, public outreach activities with interested parties or groups throughout the duration of work on the EIS will continue. The project Web site, <http://www.transport2020.net>, will be updated

periodically to reflect the status of the project. Additional opportunities for public participation will be announced through mailings, notices, and press releases. Those wishing to be placed on the project mailing list may do so by contacting David M. Trowbridge, Transport 2020 Project Administrator at (608) 267-1148 or signing up at <http://transport2020.net/Mailing.htm>.

##### **II. Description of Study Area and Project need**

The Study Area includes the Isthmus, the University of Wisconsin and the most densely developed commercial and residential areas of central Dane County, extending from the city of Middleton on the west, through the campus of the University of Wisconsin-Madison to the Isthmus of Madison, WI to the American Parkway interchange on US 151, southwest of Sun Prairie, WI. This area contains the most serious congestion and mobility challenges in the region. The area also contains existing rail and roadway facilities that can support the proposed transportation strategies and systems.

Worsening mobility problems in Dane County's primary regional center, the central area of Madison which includes the city's commercial core, the University of Wisconsin Madison and major special events destinations, threatens to damage the region's high quality of life and the regional center's ability to absorb desirable residential and commercial growth.

Because of geographical constraints of the isthmus, environmental concerns primarily with area lakes, and quality-of-life issues presented by the public, the possibility of addressing the area's transportation problems through roadway capacity expansion is limited.

Given growing mobility challenges, coupled with very limited opportunity for highway capacity expansion to address them, a potentially promising alternative is investment in transit to supplement and enhance existing Metro bus service and to extend service to new markets throughout this regional corridor.

##### **III. Alternatives**

A Locally Preferred Alternative (LPA) emerged from the evaluation and public involvement process conducted previously (Transport 2020). The alternatives analyzed in that study are fully described in the *Transport 2020 Transportation Alternatives Analysis for the Dane County/Greater Madison Metropolitan Area* final report dated August 23, 2002. The DEIS will assess the environmental impacts of a range of alternatives including (1) The No Build

Alternative; (2) the Transportation System Management (TSM) Alternative; and (3) the Build Alternatives using existing rail corridors, with possible street-running alternative alignments.

The No-Build Alternative will include existing transit services and facilities and those planned and programmed as new transportation services, facilities, and system management improvements that are already included in the 2035 Regional Transportation System Plan for Southeastern Wisconsin.

The TSM Alternative will include operational and low cost capital investments to the existing transit services in the corridor, providing a level of capital investment that is greater than the No-Build Alternative but significantly less than other Build Alternatives.

Build Alternatives would include both street-running and rail alternatives using either bus or rail technology. The Build Alternatives will include but not be limited to the refinement of the initial Start-Up System, or Minimum Operable Segment (MOS) identified in the Locally Preferred Alternative from the prior Alternatives Analysis. The MOS includes: (1) Expanding the Madison Metro local bus system; (2) Adding new express bus routes running inbound during a.m. peak periods and outbound during p.m. peak periods; (3) Adding new park and ride lots, primarily at express bus route terminal locations; and (4) Adding commuter rail service running approximately 13 miles between Middleton and East Towne using FRA-compliant, self-propelled vehicles (DMUs). In addition to these initially identified alternatives, other alternatives generated by the scoping process may be considered.

##### **IV. Potential Impacts for Analysis**

The EIS will evaluate the impacts of all reasonable alternatives on land use, zoning, displacements, parklands, economic development, community disruptions, environmental justice, aesthetics, air quality, noise and vibration, wildlife, vegetation, threatened and endangered species, farmland, water quality, wetlands, waterways, floodplains, hazardous materials, and cultural, historic, and archaeological resources.

The EIS will take into account both positive and negative impacts, direct and indirect impacts, short-term and long-term impacts and site-specific and corridor wide impacts. Evaluation criteria will be consistent with all Federal, State of Wisconsin and local criteria, regulations and policies. The EIS will identify measures to avoid or

mitigate significant adverse environmental impacts.

To ensure that all significant issues related to this proposed action are identified and addressed, scoping comments and suggestions are invited from all interested parties. Comments and questions should be directed to Madison as noted in the **ADDRESSES** section above.

## V. FTA Procedures

In accordance with FTA policy, all federal laws, regulations and executive orders affecting project development, including but not limited to, the regulations of the Council on Environmental Quality (40 CFR parts 1500–1508 and 23 CFR part 771), the 1990 Clean Air Act Amendments, Section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, and Section 4(f) of the Department of Transportation Act, will be addressed to the maximum extent possible during the NEPA process.

A DEIS will be prepared and made available for public and agency review and comment. A public hearing will be held on the DEIS. Based on the DEIS and the public and agency comments received, the preferred alternative will be further refined as necessary and the Final Environmental Impact Statement will be prepared.

Issued on: April 12, 2006.

**Don Gismondi,**

*Deputy Regional Administrator.*

[FR Doc. 06–3715 Filed 4–18–06; 8:45 am]

**BILLING CODE 4910–57–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[Docket No. FTA–2006–24037]

#### **Elderly Individuals and Individuals With Disabilities, Job Access and Reverse Commute, New Freedom Programs and Coordinated Public Transit-Human Services Plans: Notice of Public Meeting, Interim Guidance for FY06 Implementation, and Proposed Strategies for FY07**

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Extension of comment period.

**SUMMARY:** The Federal Transit Administration is extending the comment period through May 22, 2006, for interested parties to submit comments to assist FTA in developing guidance in the form of circulars to help

grantees in implementing the Elderly Individuals and Individuals With Disabilities Program, the Job Access and Reverse Commute Program, and the New Freedom Program beginning in FY07.

**DATES:** Comments must be received by May 22, 2006. Comments received after this date will be considered to the extent practicable.

**ADDRESSES:** You may submit comments identified by the docket number [FTA–2006–24037] by any of the following methods: Web site: <http://dms.dot.gov>. (follow the instructions for submitting comments on the DOT electronic docket site); Fax: 1–202–493–2251; Mail: Docket Management System; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–001; or Hand Delivery: To the Docket Management System; Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

You should include the agency name and docket number [FTA–2006–24037] for this notice at the beginning of your comment. Note that all comments received will be posted without change to <http://dms.dot.gov> including any personal information provided. You may view the public docket through the Internet at <http://dms.dot.gov> or in person at the Docket Management System office at the above address.

**FOR FURTHER INFORMATION CONTACT:** Henrika Buchanan-Smith or Bryna Helfer, Office of Program Management, Federal Transit Administration, 400 Seventh Street, SW., Room 9114, Washington, DC 20590. Phone: 202–366–4020, Fax 202–366–7951, or e-mail, [Henrika.Buchanan-Smith@fta.dot.gov](mailto:Henrika.Buchanan-Smith@fta.dot.gov); [Bryna.Helfer@fta.dot.gov](mailto:Bryna.Helfer@fta.dot.gov); or Bonnie Graves, Office of Chief Counsel, Federal Transit Administration, 400 Seventh Street, SW., Room 9316, Washington, DC 20590. Phone 202–366–4011, Fax: 202–366–3809 or e-mail, [Bonnie.Graves@fta.dot.gov](mailto:Bonnie.Graves@fta.dot.gov).

**SUPPLEMENTARY INFORMATION:** On March 15, 2006, the Federal Transit Administration issued a notice containing guidance for FY06 implementing, notice Aden request for comment for FY07 implementation, and announcement of public meeting for its Elderly Individuals and Individuals with Disabilities, Job Access and Reverse Commute, New Freedom Programs and Coordinated Public Transit-Human Services Transportation Plans (71 FR 13456). By this notice, FTA

is seeking additional public comment to assist them in developing circulars for these programs. The comment closing date is scheduled for April 21, 2006, however, the Consortium for Citizens with Disabilities, has requested an extension of the comment period. The FTA agrees that an extension of the comment period would be useful to permit the Consortium for Citizens with Disabilities sufficient time to coordinate a comprehensive task force member response. Additionally, such an extension will give other parties additional time to provide thoughtful comments to FTA. Accordingly, FTA finds that good cause exists to extend the comment period on the notice from April 21, 2006, to May 22, 2006.

Issued in Washington, DC this 13th day of April, 2006.

**Sandra K. Bushue,**

*Deputy Administrator.*

[FR Doc. 06–3734 Filed 4–18–06; 8:45 am]

**BILLING CODE 4910–57–M**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2004–16356; Notice 3]

#### **Decision That Nonconforming 2002 and 2003 Ferrari 575 Passenger Cars Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of decision by National Highway Traffic Safety Administration that nonconforming 2002 and 2003 Ferrari 575 passenger cars are eligible for importation.

**SUMMARY:** This document announces a decision by the National Highway Traffic Safety Administration (NHTSA) that certain 2002 and 2003 Ferrari 575 passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS) are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S. certified version of the 2002 and 2003 Ferrari 575 passenger cars), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision was effective December 16, 2003. The agency notified the petitioner at that time that the subject vehicles are eligible for