

indicated for that notice or to the offices of the Board of Governors. Comments must be received not later than January 5, 2007.

A. Federal Reserve Bank of Chicago (Patrick M. Wilder, Assistant Vice President) 230 South LaSalle Street, Chicago, Illinois 60690-1414:

1. *Thomas M. Marcuccilli and James C. Marcuccilli*, both of Fort Wayne, Indiana, and their immediate families; Sandra Joan Marcuccilli, Fort Wayne, Indiana; Dr. Meagan M. Marcuccilli, Irvine, California; Meredith A. Marcuccilli, Cincinnati, Ohio; Kathryn L. Marcuccilli, South Bend, Indiana; Patrice Marcuccilli, Fort Wayne, Indiana; Morgan Marcuccilli, Vallejo, California; Kristin Marcuccilli, South Bend, Indiana and Thomas P. Marcuccilli, Chicago, Illinois; to retain voting shares of STAR Financial Group, Inc., Fort Wayne, Indiana, and thereby indirectly acquire STAR Financial Bank, Fort Wayne, Indiana.

Board of Governors of the Federal Reserve System, December 15, 2006.

Robert deV. Frierson,

Deputy Secretary of the Board.

[FR Doc. E6-21745 Filed 12-19-06; 8:45 am]

BILLING CODE 6210-01-S

FEDERAL RESERVE SYSTEM

Formations of, Acquisitions by, and Mergers of Bank Holding Companies

The companies listed in this notice have applied to the Board for approval, pursuant to the Bank Holding Company Act of 1956 (12 U.S.C. 1841 *et seq.*) (BHC Act), Regulation Y (12 CFR Part 225), and all other applicable statutes and regulations to become a bank holding company and/or to acquire the assets or the ownership of, control of, or the power to vote shares of a bank or bank holding company and all of the banks and nonbanking companies owned by the bank holding company, including the companies listed below.

The applications listed below, as well as other related filings required by the Board, are available for immediate inspection at the Federal Reserve Bank indicated. The application also will be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing on the standards enumerated in the BHC Act (12 U.S.C. 1842(c)). If the proposal also involves the acquisition of a nonbanking company, the review also includes whether the acquisition of the nonbanking company complies with the standards in section 4 of the BHC Act (12 U.S.C. 1843). Unless otherwise noted, nonbanking activities will be

conducted throughout the United States. Additional information on all bank holding companies may be obtained from the National Information Center website at www.ffiec.gov/nic/.

Unless otherwise noted, comments regarding each of these applications must be received at the Reserve Bank indicated or the offices of the Board of Governors not later than January 16, 2007.

A. Federal Reserve Bank of Chicago (Patrick M. Wilder, Assistant Vice President) 230 South LaSalle Street, Chicago, Illinois 60690-1414:

1. *First Busey Corporation*, Urbana, Illinois, to merge with Main Street Trust, Inc., Champaign, Illinois, and thereby indirectly acquire Main Street Bank & Trust, Champaign, Illinois.

B. Federal Reserve Bank of St. Louis (Glenda Wilson, Community Affairs Officer) 411 Locust Street, St. Louis, Missouri 63166-2034:

1. *First Banks, Inc.*, Hazelwood, Missouri, and The San Francisco Company, St. Louis, Missouri; to acquire 100 percent of the voting shares of Royal Oaks Bancshares, Inc., Houston, Texas, and thereby indirectly acquire Royal Oaks Bank, SSB, Houston, Texas.

Board of Governors of the Federal Reserve System, December 15, 2006.

Robert deV. Frierson,

Deputy Secretary of the Board.

[FR Doc. E6-21744 Filed 12-19-06; 8:45 am]

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GENERAL SERVICES ADMINISTRATION

Implementation of a mileage based Fuel Cost Price Adjustment (Surcharge) for Household Goods

AGENCY: Federal Acquisition Service, GSA

ACTION: Notice for Comments

SUMMARY: GSA is proposing a change to the Centralized Household Goods Traffic Management Program (CHAMP) and the Household Goods Standard Tender of Service (HTOS) to implement a mileage based Fuel Cost Price Adjustment on the shipment of household goods effective May 1, 2007. **DATES:** Interested parties should submit written comments before January 10, 2007.

ADDRESSES: Mail comments to General Services Administration, Federal Acquisition Service, Travel and Transportation Management Division (6FBDX), 1500 East Bannister Road, Building 6, Kansas City, Missouri

64131. Comments may be sent via email to reg6.transportation@gsa.gov.

FOR FURTHER INFORMATION CONTACT:

Brian Kellhofer, Transportation Programs Branch, by telephone at 816-823-3646 or via email at brian.kellhofer@gsa.gov.

SUPPLEMENTARY INFORMATION:

A. Background

GSA's CHAMP uses the Domestic Household Goods Government Rate Tender (415-G) published by the American Moving and Storage Association (AMSA) through its Household Goods Carriers' Bureau Committee. The tender contains a Fuel Cost Price Adjustment (Surcharge) provision identified in Item 16, which GSA has utilized since May 2000. The current Fuel Cost Price Adjustment calculation is based on the net transportation charges of the line haul and the delivery in and delivery out of storage in transit (SIT). The Fuel Cost Price Adjustment is designed to compensate the Transportation Service Provider (TSP) when the cost of diesel fuel exceeds \$1.399. When applicable, a percentage as identified in Item 16 is taken against the net line haul charges.

GSA is proposing changing the Fuel Cost Price Adjustment methodology from a percentage based to a mileage based calculation. The mileage based Fuel Cost Price Adjustment will be calculated on the distance between the shipment's origin and destination, and if applicable, the distance for delivery in or delivery out of storage in transit (SIT), using the billable mileage as currently identified by ALK Technologies. When the cost of diesel fuel exceeds \$1.399, as identified by the Department of Energy (DOE) on the first Monday of every month, with an effective date of the 15th day of the same month, the TSP may calculate a fuel surcharge based on the difference between the DOE price and the trigger price of \$1.40. Effective May 1, 2007, this will be accomplished by first taking the number of billable miles and dividing it by 4.5 to identify the number of gallons of fuel used. The total will then be multiplied by the cost difference between the DOE price and \$1.399. Beginning May 1, 2008, the number of billable miles will be divided by five (5) to identify the number of gallons of fuel used.

B. Substantive Changes

The implementation of the mileage based Fuel Cost Price Adjustment reflects a more accurate view of additional cost incurred by TSPs for the increases in the fuel costs. It eliminates