

Supplemental Security Income programs by accepting oral requests from claimants in person or by telephone. Due to unanticipated business process considerations regarding such oral requests, we are rescinding this change. However, we will honor any oral requests that we have received from August 14, 2006, until the effective date of this withdrawal notice.

Dated: September 6, 2006.

Martin H. Gerry,

Deputy Commissioner for Disability and Income Security Programs.

[FR Doc. E6-15055 Filed 9-11-06; 8:45 am]

BILLING CODE 4191-02-P

DEPARTMENT OF STATE

[Public Notice 5543]

Determination on U.S. Position on Proposed European Bank for Reconstruction and Development (EBRD) Project in Bosnia and Herzegovina

Pursuant to section 561 of the Foreign Operations, Export Financing, and Related Programs Appropriations Act, 2006 (Pub. L. 109-102) (FOAA), and Department of State Delegation of Authority Number 289, I hereby determine that the proposed 20 million Euro EBRD investment package, to provide financing to Raiffeisen Bank Bosnia and Herzegovina (RBBH) for expanded financing of small and medium-size enterprises (SMEs) and retail lending, will contribute to a stronger and more integrated economy in Bosnia and Herzegovina and directly support implementation of the Dayton Accords. I therefore waive the application of Section 561 of the FOAA to the extent that provision would otherwise prevent the U.S. Executive Directors of the EBRD from voting in favor of this project.

This Determination shall be reported to the Congress and published in the **Federal Register**.

Dated: August 31, 2006.

Daniel Fried,

Assistant Secretary of State for European and Eurasian Affairs, Department of State.

[FR Doc. E6-15072 Filed 9-11-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2006-25778]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: The Federal Transit Administration invites public comments about our intention to request the Office of Management and Budget's (OMB) approval to renew the following information collections:

- (1) Bus Testing Program.
- (2) Transit Research, Development, Demonstration and Deployment Projects. The collections involve our Bus Testing and Transit Research Programs. The information to be collected for the Bus Testing Program is necessary to ensure that buses have been tested at the Bus Testing Center for maintainability, reliability, safety, performance, structural integrity, fuel economy, emissions, and noise. The information to be collected for Transit Research, Development, Demonstration and Deployment Projects is necessary to determine eligibility of applicants and ensure mass transportation service at a minimum cost. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995. The **Federal Register** Notice with a 60-day comment period soliciting comments was published on June 20, 2006.

DATES: Comments must be submitted before October 12, 2006. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366-6680.

SUPPLEMENTARY INFORMATION:

Title: Bus Testing Program (OMB Number: 2132-0550).

Abstract: 49 U.S.C. 5323(c) provides that no Federal funds appropriated or made available after September 30, 1989, may be obligated or expended for the acquisition of a new bus model (including any model using alternative fuels) unless the bus has been tested at the Bus Testing Center (Center) in Altoona, Pennsylvania. 49 U.S.C. 5318(a) further specifies that each new bus model is to be tested for maintainability, reliability, safety, performance (including braking performance), structural integrity, fuel economy, emissions, and noise.

The operator of the Bus Testing Center, the Pennsylvania Transportation Institute (PTI), has entered into a cooperative agreement with FTA. PTI operates and maintains the Center, and establishes and collects fees for the testing of the vehicles at the facility. Upon completion of the testing of the vehicle at the Center, a test report is provided to the manufacturer of the new bus model. The bus manufacturer certifies to an FTA grantee that the bus the grantee is purchasing to an FTA grantee has been tested at the Center. Also, grantees about to purchase a bus use this report to assist them in making their purchasing decisions. PTI maintains a reference file for all the test reports which are made available to the public.

Estimated Total Annual Burden: 404 hours.

Title: 49 U.S.C. Section 5312(a) Transit Research, Development, Demonstration and Deployment Projects.

Abstract: 49 U.S.C. 5312(a) authorizes the Secretary of Transportation to make grants or contracts for research, development, demonstration and deployment projects, and evaluation of technology of national significance to public transportation, that the Secretary determines will improve mass transportation service or help transportation service meet the total urban transportation needs at a minimum cost. In carrying out the provisions of this section, the Secretary is also authorized to request and receive appropriate information from any source.

The information collected is submitted as part of the application for grants and cooperative agreements and is used to determine eligibility of applicants. Collection of this information also provides documentation that the applicants and recipients are meeting program objectives and are complying with FTA Circular 6100.1B and other Federal requirements.

Estimated Total Annual Burden: 11,240 hours.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FTA Desk Officer.

Comments are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department,

including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and 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.

Issued on: September 5, 2006.

Ann Linnertz,

Acting Associate Administrator for Administration.

[FR Doc. E6-15026 Filed 9-11-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement for the North Metro Corridor

AGENCY: Federal Transit Administration (FTA), U.S. Department of Transportation.

ACTION: Notice of intent to prepare an environmental impact statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the Denver Regional Transportation District (RTD), in cooperation with the U.S. Army Corps of Engineers (USACE) and the Colorado Department of Transportation (CDOT), will prepare an Environmental Impact Statement (EIS) to evaluate the impacts of transit improvements, including a potential commuter rail line or a light rail line, in the North Metro Corridor between Downtown Denver and the City of Thornton in Adams County, Colorado. The EIS will be prepared in accordance with FTA/FHWA regulations (23 CFR 771 et seq.) implementing the National Environmental Policy Act (NEPA), as well as provisions of the recently enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of this Notice of Intent is to alert interested parties regarding the plan to prepare the EIS, to provide information on the nature of the proposed transit project, to invite participation in the NEPA process, including comments on the scope of the EIS proposed in this notice, and to announce that public scoping meetings will be conducted.

DATES: Written comments on the scope of the EIS should be sent to Dave Shelley, RTD Project Manager, by October 31, 2006. Public scoping meetings will be held on September 27

and 28, 2006 from 5:30 p.m. to 8:15 p.m. at the locations indicated below.

An interagency scoping meeting will be scheduled after agencies with an interest in the proposed project have been identified.

ADDRESSES: Written comments on the scope of the EIS should be sent to Dave Shelley, RTD Project Manager, North Metro Corridor, Regional Transportation District (RTD), 1560 Broadway, Suite 700, Denver, CO 80202. Comments may also be offered at the public scoping meetings. The addresses for the public scoping meetings are as follows:

Wednesday, September 27, 2006, City of Thornton Civic Center Complex, 9500 Civic Center Drive, Thornton, CO 80229.

Thursday, September 28, 2006, Bruce Randolph Middle School, 3955 Steele Street, Denver, CO 80205.

For more information for assistance needs for the scoping meetings, please contact Dave Shelley at (303) 299-2408 at least 48 hours before the meeting. All meetings will be conducted in wheelchair accessible locations.

FOR FURTHER INFORMATION CONTACT: Mr. David Beckhouse, Community Planner, Federal Transit Administration, Region VIII, 12300 West Dakota Ave., Suite 310, Lakewood, CO 80228-2583, (720) 963-3306.

SUPPLEMENTARY INFORMATION:

The Proposed Project: The project extends 18 miles between Denver Union Station (DUS) and 162nd Avenue (SH7) north of Thornton. The project proposes stations at Globeville/Swansea, Commerce City, 88th Avenue, 100th Avenue, 112th Avenue, 124th Avenue, 144th Avenue, and 162nd Avenue.

Purposes of and Need for the Proposed Project: The North Metro area is forecast to be one of the fastest growing areas of the region and the country over the next 20 years. Growth rates for both population and employment are forecast to be double the regional average. The I-25 and I-76 corridors are forecast to intensify as employment corridors, with the areas between the two facilities filling in with residential development. Congestion along north I-25 is already severe, with forecasts indicating increasing severity and duration of congestion. In addition to increasing congestion, access through and from the area to other areas in the metro region is difficult. Many roadways are not continuous, requiring circuitous travel. Existing transit service in the area is minimal and utilizes the congested roadway network. The project will provide a new fixed-guideway, high-capacity transportation facility to

improve local and regional mobility and accessibility for the North Metro area.

This transit project is included as part of RTD's FasTracks Program, a 12-year comprehensive plan for transit service and facilities in the Denver region. The FasTracks Plan is a \$4.7 billion program that was endorsed by the voters of the Denver metropolitan area in 2004. The voters of the region approved an increase in the regional sales and use tax from 0.6% to 1.0% in order to provide for the expedited build out of the transit system. FasTracks includes a funding plan for 119 new miles of rail transit, 18 miles of bus rapid transit, 21,000 new spaces in park n Rides and significant improvements to the bus system. The FasTracks projects have been adopted in the current Denver area Regional Transportation Plan (RTP).

Alternatives: The EIS scoping process will include an evaluation of the results of the MIS conducted by RTD between 1998 and 2001 as well as the Three Corridors Scoping Study that was completed in October 2005. The Locally Preferred Alternative (LPA) of the MIS was either Light Rail Transit (LRT) or Diesel Multiple Units (DMU) between DUS and 124th Avenue along the Union Pacific Railroad (UPRR) Boulder Branch. This recommendation was approved by the Denver Regional Council of Governments and included in the fiscally constrained RTP and the MetroVision 2030 Master Plan.

FTA and RTD propose that the EIS evaluate the following three alternatives: 1. The no-action alternative is the option of implementing nothing more than the existing and committed road and transit improvements; 2. The TSM alternative includes various transportation improvements beyond the existing and committed projects plus enhanced bus transit service in the North Metro Corridor; 3. The MIS LPA will be evaluated as the proposed project as a commuter rail line between DUS and 162nd Avenue (SH 7) along the existing UPRR Boulder Branch line. The EIS will also consider any additional reasonable fixed-guideway, high capacity transit alternatives identified during scoping that provide similar transportation benefits while reducing or avoiding adverse impacts.

The NEPA Process and the Role of Participating Agencies and the Public: The purpose of the NEPA process is to explore, in a public setting, potentially significant effects of implementing the proposed action and alternatives on the physical, human, and natural environment. Areas of investigation include, but are not limited to, land use, development potential, land acquisition and displacements, historic resources,