

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

importation. This document provides public notice of the eligibility decision.

**FOR FURTHER INFORMATION CONTACT:** Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202–366–3151).

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified as required under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence as NHTSA decides to be adequate.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

G&K Automotive Conversion, Inc. of Santa Ana, California (“G&K”) (Registered Importer 90–007), petitioned NHTSA to decide whether 2002 and 2003 Ferrari 575 passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on October 28, 2003 (68 FR 61549) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition.

One comment was received in response to the notice of petition. This was from Ferrari North America, Inc. (FNA), the U.S. representative of the vehicle’s original manufacturer. In its comment, FNA acknowledged that the

subject vehicles can be brought into compliance with all applicable FMVSS, but cautioned that Registered Importers who conform the vehicles must exercise utmost care and exactitude in making the necessary modifications.

Since FNA did not challenge the vehicle’s capability of being brought into compliance with all applicable FMVSS, NHTSA decided to grant import eligibility to 2002 and 2003 Ferrari 575 passenger cars.

**Vehicle Eligibility Number for Subject Vehicles**

The importer of a vehicle admissible under any final decision must indicate on the form HS–7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP–415 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

**Final Decision**

Accordingly, on the basis of the foregoing, NHTSA has decided that 2002 and 2003 Ferrari 575 passenger cars that were not originally manufactured to comply with all applicable FMVSS, are substantially similar to 2002 and 2003 Ferrari 575 passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. 30115, and are capable of being readily altered to conform to all applicable FMVSS.

**Authority:** 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

**Claude H. Harris,**

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. E6–5790 Filed 4–18–06; 8:45 am]

**BILLING CODE 4910–59–P**

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA–2006–24491]

**Notice of Receipt of Petition for Decision That Nonconforming 1999 BMW Z3 European Market Passenger Cars Are Eligible for Importation**

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

**ACTION:** Notice of receipt of petition for decision that nonconforming 1999 BMW Z3 European market passenger cars are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic

Safety Administration (NHTSA) of a petition for a decision that 1999 BMW Z3 European market passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is May 19, 2006.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL–401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 a.m. to 5 p.m.]. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202–366–3151).

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the