

1. *Request for Waiver of Overpayment Recovery or Change in Repayment Notice—20 CFR 404.502–404.513, 404.515, 20 CFR 416.550–416.570, and 416.572—0960–0037.* When Social Security beneficiaries and Supplemental Security Income (SSI) recipients receive an accidental overpayment of benefits, they must repay the amount of the

overpayment. These beneficiaries and recipients can use Form SSA–632–BK to take one of three actions: (1) Request an exemption from repaying, as recovery of the payment would cause financial hardship; (2) inform SSA they want to repay the overpayment at a monthly rate over a period longer than 36 months; and (3) request a different rate of

recovery. In the latter two cases, the respondents must also provide financial information to SSA to help the agency determine how much the overpaid person can afford to repay each month. Respondents are overpaid beneficiaries or SSI recipients who are requesting a waiver of recovery of an overpayment or a lesser rate of withholding.

**Type of Request:** REVISION OF AN OMB-APPROVED INFORMATION COLLECTION.

Type of request	Number of respondents	Frequency of response	Response time	Total burden (hours)
Waiver of Overpayment (Completes Whole Paper Form) .....	400,000	1	2 hours .....	800,000
Change in Repayment (Completes Partial Paper Form) .....	100,000	1	45 minutes .....	75,000
Regional Application (New York Debt Management) .....	44,000	1	2 hours .....	88,000
Internet Instructions .....	500,000	1	5 minutes .....	41,667
<b>Totals .....</b>	<b>1,044,000</b>	<b>.....</b>	<b>.....</b>	<b>1,004,667</b>

2. *Employee Work Activity Questionnaire—20 CFR 404.1574 and 20 CFR 404.1592–0960–0483—*Social Security disability beneficiaries and SSI recipients qualify for payments when a verified physical or mental impairment prevents them from working. If disability claimants attempt to return to work after receiving payments, but are unable to continue working, they submit Form SSA–3033, Employee Work Activity Questionnaire, so SSA can evaluate their work attempt. SSA uses this form to evaluate unsuccessful subsidy work and determine applicants' continuing eligibility for disability payments. The respondents are employers of Social Security disability beneficiaries and SSI recipients who unsuccessfully attempted to return to work.

*Type of Request:* Revision of an OMB-approved information collection.

*Number of Respondents:* 15,000.

*Frequency of Response:* 1.

*Average Burden per Response:* 15 minutes.

*Estimated Annual Burden:* 3,750 hours.

3. *Sheltered Workshop Wage Reporting—0960–0771.* Sheltered workshops are nonprofit organizations or institutions that implement a recognized program of rehabilitation for handicapped workers, or provide such workers with remunerative employment or other occupational rehabilitating activity of an educational or therapeutic nature. Sheltered workshops perform a service for their clients by reporting monthly wages directly to SSA. SSA uses the information these workshops provide to verify and post monthly wages to the SSI recipient's record. Most workshops report monthly wage totals to their local SSA office so we can adjust the client's SSI payment amount

in a timely manner and prevent overpayments. Sheltered workshops are motivated to report wages voluntarily as a service to their clients. Respondents are sheltered workshops that report monthly wages for services performed in the workshop.

*Type of Request:* Revision of an OMB-approved information collection.

*Number of Respondents:* 900.

*Frequency of Response:* 12.

*Average Burden per Response:* 15 minutes.

*Estimated Annual Burden:* 2,700 hours.

Dated: December 28, 2010.

**Faye Lipsky,**

*Reports Clearance Officer, Center for Reports Clearance, Social Security Administration.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

[Docket No. FHWA–2010–0175]

**Agency Information Collection Activities: Notice of Request for Renewal of a Previously Approved Information Collection**

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

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

**SUMMARY:** The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) to renew an information collection. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on

September 15, 2010. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by February 2, 2011.

**ADDRESSES:** You may send comments within 30 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention DOT Desk Officer. 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 the estimated burden; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. All comments should include the Docket number FHWA–2010–0175.

**FOR FURTHER INFORMATION CONTACT:** Mr. Kenneth Petty, (202) 366–6654, Office of Planning, Environment, and Realty; Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** *Title:* Planning and Research Program Administration.

*OMB Control #:* 2125–0039.

*Background:* Under the provisions of Title 23, United States Code, Section 505, 2 percent of Federal-aid highway funds in certain categories that are apportioned to the States are set aside to be used only for State Planning and Research (SPR). At least 25 percent of

the SPR funds apportioned annually must be used for research, development, and technology transfer activities. In accordance with government-wide grant management procedures, a grant application must be submitted for these funds. In addition, recipients must submit periodic progress and financial reports. In lieu of Standard Form 424, Application for Federal Assistance, the FHWA uses a work program as the grant application. The information contained in the work program includes task descriptions, assignments of responsibility for conducting the work effort, and estimated costs for the tasks. This information is necessary to determine how FHWA planning and research funds will be utilized by the State Transportation Departments and if the proposed work is eligible for Federal participation. The content and frequency of submission of progress and financial reports specified in 23 CFR part 420 are specified in OMB Circular A-102 and the companion common grant management regulations.

*Respondents:* 52 State Transportation Departments, including the District of Columbia and Puerto Rico.

*Frequency:* Annual.

*Estimated Average Annual Burden per Response:* 560 hours per respondent.

*Estimated Total Annual Burden Hours:* 29,120 hours.

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

Issued On: December 22, 2010.

**Judith Kane,**

*Acting Chief, Management Programs and Analysis Division.*

[FR Doc. 2010-32721 Filed 12-30-10; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Intent To Prepare an Environmental Impact Statement for Proposed Transit Improvements to the North Red and Purple Lines, Cook County, IL

**AGENCY:** Federal Transit Administration, U.S. Department of Transportation.

**ACTION:** Notice of Intent to Prepare an Environmental Impact Statement.

**SUMMARY:** The Federal Transit Administration (FTA), as the lead Federal agency, and the Chicago Transit Authority (CTA) intend to prepare a Tier 1 Environmental Impact Statement (Tier 1 EIS) for the North Red and Purple Line Modernization (RPM) Project in Cook County, Illinois. The

CTA operates the rapid transit system in Cook County, Illinois. The proposed project, described more completely within, would bring the North Red and Purple lines up to a state of good repair from the track structure immediately north of Belmont Station in Chicago, Illinois to the Linden terminal in Wilmette, Illinois. The purpose of this Notice of Intent is to (1) alert interested parties regarding the intent to prepare the EIS, (2) to provide information on the nature of the proposed project and possible alternatives, and (3) to invite public participation in the EIS process.

**DATES:** Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to CTA on or before February 18, 2011. See **ADDRESSES** below for the address to which written public comments may be sent. Four public scoping meetings to accept comments on the scope of the EIS will be held on the following dates:

- Monday, January 24, 2011; 6 p.m. to 8:30 p.m.; at St. Augustine College, 1345 West Argyle Street, Chicago, IL 60640.
- Tuesday, January 25, 2011; 6 p.m. to 8:30 p.m.; at the Nicholas Senn High School, 5900 North Glenwood Avenue, Chicago, IL 60660.
- Wednesday, January 26, 2011; 6 p.m. to 8:30 p.m.; at the New Field Primary School, 1707 West Morse Avenue, Chicago, IL 60626.
- Thursday, January 27, 2011; 6 p.m. to 8:30 p.m.; at the Fleetwood-Jourdain Community Center, 1655 Foster Street, Evanston, IL 60201.

The buildings to be used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance or language translation, such as a sign language interpreter, to participate in the scoping meeting should contact Mr. Jeff Wilson, Government and Community Relations Officer, Chicago Transit Authority, at 312-681-2712 or [jwilson@transitchicago.com](mailto:jwilson@transitchicago.com), five days prior to the meeting.

Scoping materials describing the project purpose and need and the alternatives proposed for analysis will be available at the meetings and on the CTA Web site <http://www.transitchicago.com/rpmproject>. Paper copies of the scoping materials may also be obtained from Mr. Jeff Wilson, Government and Community Relations Officer, Chicago Transit Authority, at 312-681-2712 or [jwilson@transitchicago.com](mailto:jwilson@transitchicago.com).

An interagency scoping meeting will be held on Monday, January 24 at 10:30

a.m. at CTA Headquarters, in Conference Room 2A, 567 W. Lake Street, Chicago, IL 60661. Representatives of Native American Tribal governments and Federal, State, regional, and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

**ADDRESSES:** Comments will be accepted at the public scoping meetings or they may be sent to Mr. Steve Hands, Strategic Planning and Policy, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602, or via e-mail at [RPM@transitchicago.com](mailto:RPM@transitchicago.com).

**FOR FURTHER INFORMATION CONTACT:** Mr. Reginald Arkell, Community Planner, Federal Transit Administration, Region V, 200 West Adams Street, Suite 320, Chicago, IL 60606, phone 312-886-3704, e-mail [reginald.arkell@dot.gov](mailto:reginald.arkell@dot.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Scoping**

The FTA and CTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the Tier 1 EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. The Tier 1 EIS will be a planning level EIS that will allow the CTA and FTA to use the National Environmental Policy Act (NEPA) process as a tool to involve agencies and the public in the decision making process for the project as well as to capture any associated or cumulative impacts on the environment. This process will ensure that: the complete 9.5-mile RPM corridor is analyzed; the EIS is used to help refine and prioritize design concepts, and; related components of the project are grouped together for future analysis. After this Tier 1 EIS process is complete, component projects can each be evaluated more specifically with a second-tier EIS and/or other NEPA environmental documentation as needed. These ensuing NEPA documents can reference and summarize information from the Tier 1 EIS and concentrate on the issues specific to the subsequent actions (40 CFR 1502.20). Comments should address (1) the project's priorities and appropriate cost-effective alternatives and components, and (2) any significant environmental impacts relating to the alternatives.

NEPA "scoping" (40 CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the