

3. Provide support to safety rulemaking by assessing the potential safety impacts of new transportation technologies, vehicles, concepts, designs, and procedures.

#### Reduced Congestion

1. Conduct and sponsor research to reduce urban and suburban traffic congestion, freight gateway congestion, and aviation system congestion.

2. Conduct and sponsor research to extend the life of the existing transportation system and improve the durability of infrastructure.

3. Conduct and sponsor research to advance the use of next generation technologies and to make effective use of combinations of modes in moving people and goods.

4. Conduct and sponsor research to improve the planning, operation, and management of surface transportation and aviation services and assets.

5. Conduct and sponsor research to improve transportation services for underserved areas and populations.

6. Advance the Nation's transportation workforce and research capability through capacity building, fellowships, grants, and cooperative research with universities, the private sector, and state and local governments.

#### Global Connectivity

1. Conduct and sponsor research leading to harmonized international standards, improved cross-border collaboration, and global leadership for U.S. transportation providers.

#### Environmental Stewardship

1. Conduct and support research to understand the various impacts of transportation activities on the natural and built environment and communities and to advance technologies and concepts to mitigate those impacts.

2. Conduct and support research on ways to improve the environmental review process to achieve the timely delivery of transportation projects.

#### Security, Preparedness and Response

1. Conduct and support research to reduce the vulnerability of transportation systems and to improve their ability to prepare for and recover from attacks, natural disasters, and emergencies.

2. Conduct and support research to develop technologies and procedures to secure hazardous materials shipments and to assess the risks of hazmat events.

#### Organizational Excellence

Consistently apply the President's R&D Investment Criteria—relevance, quality, and performance—to all DOT-sponsored and in-house research.

#### C. Emerging Research Priorities

To support the Department's goals and RD&T strategies, the RD&T Planning Council identified six emerging research priorities to guide research investments both within and beyond the time period covered by this plan. Several of these priorities cut across transportation modes and operating administration mission requirements. The Department's emerging research priorities are as follows:

##### *Human-Automation Interaction.*

Conduct and support research leading to an increased understanding of human-machine interactions related to safety performance.

*Application of Enhanced Transportation Safety Data and Knowledge.* Conduct and support efforts to convert the large quantities of data produced by applications of digital technology into useful knowledge that can improve transportation safety.

*Congestion Reduction Policy Research and Technologies.* Strengthen policy research and analysis into congestion reduction, congestion pricing, and innovative financing, and conduct RD&T to evaluate the effectiveness and market acceptance of traveler and traffic information technologies, products, and services.

*System Resilience and Global Logistics.* Conduct and support RD&T to identify freight bottlenecks and changing transportation patterns and to develop and implement technologies to enhance the efficiency of cargo flows.

*Next Generation Air Transportation System.* Provide the knowledge base to achieve greater aviation throughput and capacity; reduce user and service costs, including congestion; increase service productivity; and ensure a safe, secure, and environmentally compatible aviation system.

*Energy Efficiency and Alternative Fuels.* Conduct and support research to understand the impact of fuel prices and fuel efficiency on mobility, opportunities to improve fuel efficiency, transportation requirements associated with alternative fuel infrastructures, and safety impacts of alternative fuel vehicles.

#### D. The Strategic RD&T Plan Has the Following Chapters

Chapter 1—Introduction  
Chapter 2—Strategic Planning Framework  
Chapter 3—RD&T to Improve Transportation Safety  
Chapter 4—RD&T to Reduce System Congestion  
Chapter 5—RD&T to Enhance Global Connectivity  
Chapter 6—RD&T to Support Environmental Stewardship

Chapter 7—RD&T to Ensure Security, Preparedness and Response  
Chapter 8—Organizational Excellence in RD&T  
Chapter 9—RD&T Coordination  
Appendix A—National Research Council Letter Report (to be added)  
Appendix B—Stakeholder Input (to be added)  
Appendix C—RD&T Funding  
Appendix D—Operating Administration advisory committees, stakeholder activities and RD&T plans.

## II. Request for Comments

RITA requests comments on any aspect of DOT's Strategic RD&T Plan, including: (1) The relevance of the Department's emerging research priorities to the Nation's most pressing transportation challenges; (2) future directions for Departmental research; and (3) ways to minimize unnecessary research duplication.

Issued in Washington, DC on June 30, 2006.

**Ashok Kaveeshwar,**  
Administrator.

[FR Doc. E6-10926 Filed 7-11-06; 8:45 am]

BILLING CODE 4910-HY-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

#### Information and Collection; Notice and Request for Comments

**SUMMARY:** The Surface Transportation Board (Board), as part of its continuing effort to reduce paperwork burdens, and as required by the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 *et seq.* (PRA), gives notice that the Board will seek from the Office of Management and Budget (OMB) an extension of approval for the currently approved collection of maps in abandonment exemption proceedings. The Board is seeking comments from persons who have sought, or anticipate seeking, authority to abandon or discontinue rail service through the Board's exemption procedures concerning (1) Whether the collection of maps is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility; (2) the accuracy of the Board's burden estimates; (3) ways to enhance the quality, utility, and clarity of the information collected; and (4) ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology when appropriate. Submitted comments will

be summarized and included in the Board's request for OMB approval.

### Description of Collection

*Title:* Maps Required in Abandonment Exemption Proceedings.

*OMB Control Number:* 2140-0008.

*Form Number:* None.

*Type of Review:* Extension without change.

*Respondents:* Railroads initiating abandonment exemption proceedings.

*Number of Respondents:* 91.

*Estimated Time per Response:* 1 hour, based on average time reported in informal survey of respondents conducted in 2003.

*Frequency of Response:* 1.

*Total Annual Burden Hours:* 91.

*Total Annual "Non-Hour Burden"*

*Cost:* None have been identified.

*Needs and Uses:* Under 49 CFR 1152.50(d)(2) and 1152.60(b), the Board requires in each abandonment exemption proceeding a detailed map of the rail line, depicting the line's relation to other rail lines, roads, water routes, and population centers. The Board uses this information to determine the scope and the impact of the proposed abandonment. In addition, this information is posted on the Board's Web site and serves as a form of notice to current and/or potential shippers, and to persons who might want to make an offer of financial assistance under 49 U.S.C. 10904; acquire the line as a trail under the National Trails System Act, 16 U.S.C. 1247(d); or acquire the line for another public purpose under 49 U.S.C. 10905.

*Deadline:* Persons wishing to comment on this information collection should submit comments by September 11, 2006.

**ADDRESSES:** Direct all comments to Marilyn Levitt, Surface Transportation Board, Room 614, 1925 K Street, NW., Washington, DC 20423 or [levittm@stb.dot.gov](mailto:levittm@stb.dot.gov) or by fax at (202) 565-9001. When submitting comments refer to the OMB number and title of the information collection.

**FOR FURTHER INFORMATION CONTACT:** Barbara G. Saddler, (202) 565-1656. Requests for a copy of the regulations pertaining to this information collection may be obtained by contacting Barbara G. Saddler at (202) 565-1656 or [saddlerb@stb.dot.gov](mailto:saddlerb@stb.dot.gov).

**SUPPLEMENTARY INFORMATION:** Under the PRA, a Federal agency conducting or sponsoring a collection of information must display a currently valid OMB control number. Collection of information, which is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c), includes agency requirements that

persons submit reports, keep records, or provide information to the agency, third parties, or the public. Under section 3506(c)(2)(A) of the PRA, Federal agencies are required to provide a 60-day notice and comment period through publication in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information, before submitting the collection to OMB for approval.

Dated: July 12, 2006.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. E6-10830 Filed 7-11-06; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34864 (Sub-No. 1)]

#### BNSF Railway Company—Temporary Trackage Rights Exemption—The Kansas City Southern Railway Company

The Kansas City Southern Railway Company (KCSR), pursuant to a written trackage rights agreement entered into between KCSR and BNSF Railway Company (BNSF), has agreed to provide BNSF with non-exclusive, overhead, temporary trackage rights, to expire on July 15, 2006, over KCSR's trackage between Jefferson, TX, and Metro, TX, a total distance of 200.9 miles. The original trackage rights granted in *BNSF Railway Company—Temporary Trackage Rights Exemption—The Kansas City Southern Railroad Company*, STB Finance Docket No. 34864 (STB served on May 4, 2006), covered the same line, but were due to expire on June 22, 2006. The purpose of this transaction is to modify the temporary overhead trackage rights exempted in STB Finance Docket No. 34864 to extend the expiration date from June 22, 2006, to July 15, 2006.

The transaction is scheduled to be consummated on the effective date of this notice. The modified temporary overhead trackage rights will allow BNSF to continue to bridge its train service while BNSF's main lines are out of service due to certain programmed track, roadbed and structural maintenance.

As a condition to this exemption, any employees affected by the acquisition of the temporary rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified

in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980), and any employee affected by the discontinuance of those trackage rights will be protected by the conditions set out in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

This notice is filed under 49 CFR 1180.2(d)(8). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34864 (Sub-No. 1), must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Sidney L. Strickland, Jr., Sidney Strickland and Associates, PLLC, 3050 K Street, NW., Suite 101, Washington, DC 20007.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: July 5, 2006.

By the Board, David M. Konschnick, Director, Office of Proceedings.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. E6-10829 Filed 7-11-06; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

July 7, 2006.

The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 11000, 1750 Pennsylvania Avenue, NW., Washington, DC 20220.

**DATES:** Written comments should be received on or before August 11, 2006 to be assured of consideration.

#### Federal Consulting Group

*OMB Number:* 1505-0121.

*Type of Review:* Extension.