

system, produced by multiple programmers, function properly together and in accordance with the specifications. The central site programming is expected to take between two and three years to complete.

State Application Programming (June 2007–March 2009)

In parallel to the central site programming, the States will initiate their programming effort to incorporate the newly added or modified CDLIS business functions into their applications. Each State will be responsible for developing and executing its own project plan at all levels (that is, coding, unit testing, integration testing, etc.) of the CDLIS modernization project.

**Note:** Duration for the application programming will vary from State to State. The plan uses approximately four years as the overall duration for all of the States to complete the application programming.

#### 4. Acceptance Testing (June 2007–March 2009)

As the integration testing in the programming stage nears completion, AAMVA will begin formal acceptance testing of the software for the modernized CDLIS Central Site. In parallel with this activity at the central site, States will conduct acceptance testing of the code at the State level to support the modernized CDLIS. The States will execute specific test scenarios to ensure that the CDLIS Central Site functions in accordance with the specifications.

#### 5. Develop State-Structured Test Plans (October 2008–March 2009)

States will complete coding and testing at the State level, but this code will need to undergo structured testing by AAMVA before it can be placed into the modernized CDLIS environment. This ensures that a State's code works properly according to the specifications and prevents the possibility of faulty State code disrupting the entire CDLIS environment. Structured testing is a series of test cases designed by AAMVA that a State must successfully execute in order to have its code certified for production. This activity covers the design of the test cases and data by AAMVA to support structured testing.

#### 6. State-Structured Testing (March 2009–December 2010)

This activity is the implementation of the State-structured test plans developed in the previous activity. It includes the actual structured testing of their modernized CDLIS code by each

State. AAMVA and State personnel will work together to execute the structured test cases and to monitor the results. After a State completes the required structured testing, its code can become part of the modernized CDLIS environment. All States are projected to have completed structured testing and to be operational in the modernized CDLIS production environment by December 2010.

#### 7. Network Upgrade To Provide Encryption (May 2006–April 2009)

The original CDLIS was developed when computer technology was much less sophisticated and the methods and techniques of those seeking to illegally access or damage data systems were less advanced. A modernized CDLIS must include additional precautions to safeguard its operation and to ensure that the data it manages is not compromised. This task covers the activity needed to provide encryption of the data traveling across the network as it is communicated from State to State in the normal operation of CDLIS.

#### 8. Grant Management (2007–2010)

Modernizing CDLIS at the State level requires time, resources, and budgetary support. States can submit a plan to FMCSA to identify the scope of the activity at the State level required to modernize CDLIS and to quantify the amount of assistance required. Following approval, FMCSA will manage the invoicing and reimbursement activity associated with the States accomplishing their plans for modernizing CDLIS.

#### 9. Consultation With Safety Representatives

SAFETEA–LU specifies that in developing the plan, FMCSA will consult with representatives of the motor carrier industry, State licensing agencies, and State safety enforcement agencies. Consistent with this requirement, FMCSA has worked closely with AAMVA to develop this plan and will request its assistance in managing the project. Additionally, FMCSA has contacted a variety of interested safety representatives, including the Commercial Vehicle Safety Alliance, International Registration Plan, Inc., International Association of Chiefs of Police, New York State Department of Motor Vehicles, International Brotherhood of Teamsters, American Trucking Associations, Owner-Operator Independent Drivers Association, National Tank Truck Carriers, Inc., American Bus Association, United Motorcoach Association, National

Conference of State Legislatures, and the National Governors Association to request their participation in reviewing the modernization plan. The national organizations expanded the consultative and review process by sharing our plan with their membership. Comments received were supportive of our efforts and plan.

Issued on: April 26, 2006.

**Warren E. Hoemann,**

*Acting Administrator.*

[FR Doc. E6–6598 Filed 5–1–06; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** Maritime Administration, DOT.

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

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection of information was published on February 8, 2006. No comments were received.

**DATES:** Comments must be submitted on or before June 1, 2006.

**FOR FURTHER INFORMATION CONTACT:** Mr. Taylor E. Jones II, Maritime Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone: 202–366–3423; FAX: 202–366–3128; or e-Mail: [taylor.jones@dot.gov](mailto:taylor.jones@dot.gov). Copies of this collection also can be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration (MARAD).

*Title:* Request for Transfer of Ownership, Registry, and Flag, or Charter, Lease, or Mortgage of U.S.–Citizen Owned Documented Vessels.

*OMB Control Number:* 2133–0006.

*Type Of Request:* Extension of currently approved collection.

*Affected Public:* Vessel owners who have applied for foreign transfer of U.S.-flag vessels.

*Forms:* MA–29, MA–29A, MA–29B (Note: MA–29A is used only in cases of a National emergency).

**Abstract:** This collection provides information necessary for MARAD to approve the sale, transfer, charter, lease, or mortgage of U.S. documented vessels to non-citizens, or the transfer of such vessels to foreign registry and flag, or the transfer of foreign flag vessels by their owners as required by various contractual requirements. The information will enable MARAD to determine whether the vessel proposed for transfer will initially require retention under the U.S.-flag statutory regulations.

**Annual Estimated Burden Hours:** 200 hours.

**Addresses:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention MARAD Desk Officer.

**Comments Are Invited On:** (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) 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.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

(Authority: 49 CFR 1.66)

Issued in Washington, DC, on April 27, 2006.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. E6-6626 Filed 5-1-06; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** Maritime Administration, DOT.

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

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and

approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 13, 2006. No comments were received.

**DATES:** Comments must be submitted on or before June 1, 2006.

#### FOR FURTHER INFORMATION CONTACT:

Taylor E. Jones II, Maritime Administration 400 Seventh Street, SW., Washington, DC 20590. Telephone: 202-366-2323; FAX: 202-493-2180 or e-mail: [taylor.jones@dot.gov](mailto:taylor.jones@dot.gov).

Copies of this collection also can be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration (MARAD).

**Title:** Voluntary Intermodal Sealift Agreement (VISA).

**OMB Control Number:** 2133-0532.

**Type Of Request:** Extension of currently approved collection.

**Affected Public:** Operators of dry cargo vessels.

**Form (s):** MA-1020.

**Abstract:** This information collection is in accordance with Section 708, Defense Production Act, 1950, as amended, under which participants agree to provide commercial sealift capacity and intermodal shipping services and systems necessary to meet national defense requirements. Officials at the Maritime Administration and the Department of Defense use this information to assess the applicants' eligibility for participation in the VISA program.

**Annual Estimated Burden Hours:** 200 hours.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention MARAD Desk Officer.

**Comments are Invited On:** (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) 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.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

(Authority: 49 CFR 1.66)

Issued in Washington, DC on April 27, 2006.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. E6-6627 Filed 5-1-06; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34866]

#### Union Pacific Railroad Company—Temporary Trackage Rights Exemption—the Kansas City Southern Railway Company

Pursuant to a written trackage rights agreement dated April 12, 2006, the Kansas City Southern Railway Company (KCS) has agreed to grant temporary overhead trackage rights to Union Pacific Railroad Company (UP) between milepost 482.0 on KCS's Mexico Subdivision at Kansas City, MO, and milepost 252.1 on KCS's East St. Louis Terminal Subdivision at Godfrey, IL, a distance of approximately 285 miles.

The transaction was scheduled to be consummated on April 19, 2006, and the temporary trackage rights are intended to expire on or about July 31, 2006. The temporary trackage rights will facilitate maintenance work on UP lines.

As a condition to this exemption, any employees affected by the acquisition of the temporary trackage 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 employees 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. 34866, 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 Gabriel S. Meyer, Assistant General Attorney, 1400 Douglas Street, STOP 1580, Omaha, NE 68179.