

Affected Public: State Government.
Form Number: NA.

Abstract: On August 10, 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETE-LU) (23 U.S.C. 410), which amended the criteria to qualify for the Alcohol Impaired Driving Countermeasures program. The purpose of the grant program is to promote highway traffic safety by providing incentives to reduce impaired driving. It provides grant funds to States that adopt certain measures to prevent drinking and driving or meet certain performance measures. The program provides for a grant to States that have an alcohol fatality rate of 0.5 or less per 100 million vehicle miles traveled as of the date of the grant based on the most recent Fatality Analysis Reporting Systems (FARS) of NHTSA or a State must comply with specific programmatic criteria. Additionally, a State will receive funding if it is among the ten States with the highest impaired driving related fatalities using the most recent FARS. States that qualify for funds based on FARS data will only have to submit a certification to receive grants. To establish eligibility for the grants under programmatic criteria, a State must submit to NHTSA documentation demonstrating that it complies with sufficient criteria described in the rule. Much of the information required for the 410 application is already generated by the States as part of the development of their Section 402 Highway Safety Plan (HSP) or other ongoing impaired driving programs. To keep the reporting burden on the States to a minimum, all States prepare and submit their Section 410 plans, that indicate how they intend to use the grant funds, as part of their existing HSP. The required Highway Safety Program Cost Summary Form HS 217, OMB Clearance Number 2127-0003, is currently used by the States to comply with other highway safety grant programs.

Estimated Annual Burden: 2–45 hours per respondent per year.

Number of Respondents: All 50 states and the District of Columbia.

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.

Marlene Markison,

Associate Administrator, Office of Injury Control Operations & Resources.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34804]

Central Washington Railroad Company and Columbia Basin Railroad Company, Inc.—Modified Rail Certificate

On December 20, 2005, Central Washington Railroad Company (CWA) and Columbia Basin Railroad Company, Inc. (CBRW), Class III rail carriers, filed a notice for a modified certificate of public convenience and necessity under 49 CFR part 1150, subpart C, *Modified Certificate of Public Convenience and Necessity*, to operate a rail line extending between milepost 0.0, near Toppenish, and milepost 20.56, near White Swan, in Yakima County, WA.

In 1992, a petition for exemption to abandon the line was granted in *Washington Central Railroad Company, Inc.—Abandonment Exemption—In Yakima County, WA*, Docket No. AB–326X (ICC served Aug. 24, 1992). The State of Washington acquired the line pursuant to an offer of financial assistance in *Washington Central Railroad Company, Inc.—Abandonment Exemption—In Yakima County, WA, In the Matter of an Offer of Financial Assistance*, Docket No. AB–326X (ICC served Mar. 18, 1993), and the rail property was subsequently transferred to Yakima County. In 1994, the prior operator of the line received a modified rail certificate in *Yakima Valley Rail and Steam Museum Association, d/b/a Toppenish, Simcoe & Western Railroad—Modified Rail Certificate*, Finance Docket No. 32487 (ICC served Apr. 28, 1994). CWA and CBRW indicate that Yakima County has advised CWA that the termination of the lease agreement between Yakima County and the prior operator would be effective on December 21, 2005.

CWA and CBRW state that CBRW, as lessee, and Yakima County, as owner, have executed a lease agreement governing the subject line. CWA, an affiliate of CBRW, has assumed CBRW's rights and obligations under the agreement, but CBRW retains lessee obligations under the agreement. The parties anticipate that CWA will be the

operator over the line but, because CBRW retains lessee obligations under the agreement, CBRW is also seeking authority to operate over the rail line pursuant to a modified certificate. CWA and CBRW state that CWA anticipated commencing freight rail operations over the subject line on or after December 21, 2005. According to CWA and CBRW, the initial term of the agreement is for 4 years, which may be extended, upon the occurrence of certain conditions, for an additional 11 years; the agreement may be terminated earlier upon the occurrence of certain events described in the agreement.

CWA and CBRW state that the line's only interline connection is with BNSF Railway Company (BNSF) at BNSF milepost 73.6 at Toppenish, WA.

The rail segment qualifies for a modified certificate of public convenience and necessity. *See Common Carrier Status of States, State Agencies and Instrumentalities and Political Subdivisions*, Finance Docket No. 28990F (ICC served July 16, 1981).

CWA and CBRW indicate that: (1) There are no subsidizers; (2) there are no preconditions for shippers to meet to receive rail service; and (3) they have obtained liability insurance coverage.

This notice will be served on the Association of American Railroads (Car Service Division) as agent for all railroads subscribing to the car-service and car-hire agreement: Association of American Railroads, 50 F Street, NW., Washington, DC 20001; and on the American Short Line and Regional Railroad Association: American Short Line and Regional Railroad Association, 50 F Street, NW., Suite 7020, Washington, DC 20001.

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

Decided: December 23, 2005.

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

Vernon A. Williams,
Secretary.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34805]

Ispat Inland Holding Inc. (U.S.)—Acquisition of Control Exemption—ISG Railways Inc., ISG South Chicago & Indiana Harbor Railway Co., and ISG Cleveland Works Railway Co.

Ispat Inland Holding Inc. (U.S.) (Ispat), a noncarrier, has filed a verified