

effective NRP. No specific format is required.

Plan Design: Both freight and passenger rail play a significant role in meeting the transportation needs of the U.S. economy. As the economy has expanded, rail in conjunction with the other modes and their infrastructure, which includes highway, waterway, pipeline, and air, work together to provide a cohesive network to deliver transportation services to customers. The efficiencies of this network have improved over the past decades and transportation customers have sought to lower transportation costs and those costs associated with transportation. The regulatory climate has also played a significant role in fueling those transportation improvements and subsequent efficiencies.

In addition to its role in meeting the needs of passenger and freight customers, rail is also proving that it can assist in meeting many of the nation's safety, energy, and environmental goals. And along with improved and new opportunities for intercity passenger and high-speed rail service, rail can help in reducing congestion in major corridors that have witnessed diminishing transportation capacity from evermore use.

The NRP will be composed of three principal components. These will include: First, a review of the current rail system and how it serves the nation. This will also include a summary of the rail system of each state based upon state rail plans and from other sources. This component will also look at projected demographic and traffic trends so an evaluation can be made with regard to future demand and needs for rail. This will lead into the second component of the plan; consideration of issues and policies that can ensure that the nation's rail system is truly considered in surface transportation discussions about moving people and goods. The third component of the plan will be a recommendation of programs, policies, and investments that will be required so the nation can be served with a transportation system that is safe and efficient.

In sum, the NRP must consider rail's increasing role in meeting the strategic goals of the nation and must provide a long-range outlook for programs and investments that can improve corridors and connections for passenger and freight use. Those goals include: Improving safety; improving fuel economy; fostering livable communities; increasing the competitiveness of the United States; better understanding and integrating the unique economics of the rail industry; helping to bolster the

domestic passenger rail industry and create jobs; developing passenger high-speed rail; improving freight rail.

Policy Questions and Comments: As noted above in the plan design, the second component of the NRP will consider a broad array of issues and address a number of policy questions. In addition to comments on the plan design, FRA is soliciting responses from interested parties on these issues and questions, which are noted below:

1. What strategies are appropriate for funding freight transportation investments? What strategies are appropriate for funding passenger rail and high-speed passenger rail investments? How do we find sustainable sources of funding among Federal/State/Local/private sectors for passenger operations? How do we better assess the public benefits of railroad infrastructure improvements?

2. When assessing opportunities and challenges for implementing passenger rail service on freight rail lines and rights-of-way, what are the issues and concerns of infrastructure access and liability (owner vs. user)? In shared use rights-of-way (freight and passenger use), what are the best examples of access agreements with freight railroads? How can rail corridor development for passenger service be balanced with freight railroad service requirements to assure that freight service will not be impeded?

3. What are the issues that should be considered with Governance, such as roles and responsibilities, including national leadership as well as those of State, and local governments? What is the proper framework for multi-State/regional agreements when corridors extend beyond the boundaries of a single State?

4. What issues should be considered in network design and network development (corridors and connectivity)? What role should rail play? What modal issues arise—cooperation vs. competition? What are the best approaches to assess system performance? Should national standards be considered?

5. Identify areas where transportation safety can continue to improve (include technological and operational changes)? What consideration should be given to equipment improvement? What are the issues in joint freight and passenger use of track/corridors?

6. What issues should be addressed to continue and advance the rail system to effectively meet defense, emergency, and security transportation requirements?

7. What are the land use issues that must be considered in making

transportation infrastructure investments? How can rail promote livable communities?

8. What opportunities does rail provide to improve energy use and the environment (include both technological and operational changes)?

9. What are the opportunities and challenges for professional capacity building—passenger and freight? What are the challenges facing the nation in developing a labor force to meet the needs of a highly technical rail network considering implementation of high-speed rail and technological advances such as positive train control and electronically controlled pneumatic brakes?

10. When making infrastructure investments, how can project delivery be expedited and costs controlled?

Issued in Washington, DC, on March 26, 2010.

Karen J. Rae,

Deputy Administrator.

[FR Doc. 2010-7543 Filed 4-2-10; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

March 29, 2010.

The Department of Treasury is planning to submit 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 11020, 1750 Pennsylvania Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before June 4, 2010 to be assured of consideration.

HR Connect

OMB Number: 1505-XXXX.

Type of Review: New Collection.

Title: Voluntary Survey—Application Website Content and Usability.

Description: Information will be collected on a voluntary basis from new Treasury hires for the purpose of assessing the content and usability of the application Web site.

Respondents: Individuals.

Estimated Total Reporting Burden: 50 hours.

Agency Contact: Gladys Wiggins, (202) 622-3685, Room 13483, 1750 Pennsylvania Avenue, Washington, DC 20220.

Robert Dahl,

Treasury PRA Clearance Officer.

[FR Doc. 2010-7542 Filed 4-2-10; 8:45 am]

BILLING CODE 4810-25-P

DEPARTMENT OF THE TREASURY

Office of Thrift Supervision

Securities Offering Disclosures

AGENCY: Office of Thrift Supervision (OTS), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to comment on proposed and continuing information collections, as required by the Paperwork Reduction Act of 1995, 44 U.S.C. 3507. The Office of Thrift Supervision within the Department of the Treasury will submit the proposed information collection requirement described below to the Office of Management and Budget (OMB) for review, as required by the Paperwork Reduction Act. Today, OTS is soliciting public comments on its proposal to extend this information collection.

DATES: Submit written comments on or before June 4, 2010.

ADDRESSES: Send comments, referring to the collection by title of the proposal or by OMB approval number, to Information Collection Comments, Chief Counsel's Office, Office of Thrift Supervision, 1700 G Street, NW.,

Washington, DC 20552; send a facsimile transmission to (202) 906-6518; or send an e-mail to infocollection.comments@ots.treas.gov. OTS will post comments and the related index on the OTS Internet Site at <http://www.ots.treas.gov>. In addition, interested persons may inspect comments at the Public Reading Room, 1700 G Street, NW., by appointment. To make an appointment, call (202) 906-5922, send an e-mail to public.info@ots.treas.gov, or send a facsimile transmission to (202) 906-7755.

FOR FURTHER INFORMATION CONTACT: You can request additional information about this proposed information collection from Gary Jeffers (202) 906-6457, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552.

SUPPLEMENTARY INFORMATION: OTS may not conduct or sponsor an information collection, and respondents are not required to respond to an information collection, unless the information collection displays a currently valid OMB control number. As part of the approval process, we invite comments on the following information collection.

Comments should address one or more of the following points:

- a. Whether the proposed collection of information is necessary for the proper performance of the functions of OTS;
- b. The accuracy of OTS'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;
- d. Ways to minimize the burden of the information collection on respondents, including through the use of information technology.

We will summarize the comments that we receive and include them in the OTS request for OMB approval. All comments will become a matter of public record. In this notice, OTS is soliciting comments concerning the following information collection.

Title of Proposal: Securities Offering Disclosures.

OMB Number: 1550-0035.

Form Numbers: SEC Forms S-1, S-3, S-4, S-8, 144, and OTS Form G-12.

Regulation requirement: 12 CFR part 563g.

Description: The Securities Offering regulation provides necessary information, including financial disclosure, to persons to make an informed investment decision regarding a possible purchase or sale of a savings association's securities. Further, OTS's regulation sets standards for disclosure to reduce the risk of a fraudulent securities offering that could adversely affect the public or the safety and soundness of a savings association.

Type of Review: Extension of a currently approved collection.

Affected Public: Businesses or other for-profit.

Estimated Number of Respondents: 13.

Estimated Burden Hours per Responses: 20 to 208 hours for the SEC Forms and 1 hour for the OTS Form G-12.

Estimated Frequency of Response: On occasion.

Estimated Total Burden: 860 hours.

Dated: March 30, 2010.

Ira L. Mills,

Paperwork Clearance Officer, Office of Chief Counsel, Office of Thrift Supervision.

[FR Doc. 2010-7533 Filed 4-2-10; 8:45 am]

BILLING CODE 6720-01-P