

Systems: S5.4.1 Baseline check—minimum and maximum pedal forces, S5.4.2 Fade, S5.4.3 Fade recovery, S5,7,2 Water recovery test, and S6.10 Brake actuation forces. The exemption applies only to the CBR 1100XX model and expires December 1, 2001.

(49 U.S.C. 30113; delegations of authority at 49 CFR 1.50. and 501.8)

Issued on January 3, 2001.

Rosalyn G. Millman,

Deputy Administrator.

[FR Doc. 01-699 Filed 1-9-01; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-01-8587; Notice No. 01-04]

Reauthorization of the Federal Hazardous Materials Transportation Law

AGENCY: Research and Special Programs Administration (RSPA), DOT

ACTION: Notice; request for comments.

SUMMARY: The Department of Transportation (“Department” or “we”) is preparing a legislative proposal to reauthorize its hazardous materials transportation safety program. Congress last authorized the program in 1994. In preparing our proposal, we are looking for ways to improve the effectiveness of this important safety program. In this notice, we are requesting ideas and comments from the public, state and local governments, industry, and other interested parties on possible amendments to Federal hazardous materials transportation law (Federal hazmat law), which is the statutory basis for the Department’s hazardous materials program. Your ideas and comments will assist us in identifying issues that we may address and evaluate as we prepare a draft reauthorization bill.

DATES: *Comments.* Submit comments by February 26, 2001. To the extent possible, we will consider comments received after this date.

ADDRESSES: *Written comments.* Submit comments to the Dockets Management System, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590-0001. Comments should identify Docket Number RSPA-01-8587 and be submitted in two copies. If you wish to receive confirmation of receipt of your written comments, include a self-addressed, stamped postcard. You may

also submit comments by e-mail by accessing the Dockets Management System web site at <http://dms.dot.gov> and following the instructions for submitting a document electronically.

The Dockets Management System is located on the Plaza level of the Nassif Building at the Department of Transportation at the above address. You can review public dockets there between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. You can also review comments on-line at the DOT Dockets Management System web site at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Edward H. Bonekemper, III, (202) 366-4400, or Nancy E. Machado, (202) 366-4400, Office of the Chief Counsel, Research and Special Programs Administration.

SUPPLEMENTARY INFORMATION:

I. Background

A. Federal Hazardous Materials Transportation Law

In this notice, we are asking stakeholders in DOT’s hazardous materials transportation safety program for their ideas on ways to improve that program through statutory changes. We will consider all stakeholder comments as we develop our legislative proposal.

Federal hazmat law forms the statutory foundation of the Department’s hazardous materials transportation safety program. Federal hazmat law, codified at 49 U.S.C. 5101 *et seq.*, authorizes the Secretary of Transportation to establish regulations for the safe transportation of hazardous materials in intrastate, interstate, and foreign commerce. Specifically, the statute authorizes the Secretary to issue regulations that apply to persons who: (1) Transport hazardous materials in commerce; (2) cause hazardous materials to be transported in commerce; or (3) manufacture, mark, maintain, recondition, repair, or test packagings or containers (or components thereof) that are represented, marked, certified, or sold as qualified for use in the transportation of hazardous materials in commerce. 49 U.S.C. 5103(b)(1)(A). Also, the Secretary has the authority to issue regulations governing any safety aspect of hazardous materials transportation that the Secretary considers appropriate. 49 U.S.C. 5103(b)(1)(B).

The Department’s hazardous materials regulations (“HMR”) are found at 49 CFR parts 171-180. Five operating administrations within the Department are responsible for implementing Federal hazmat law and the HMR: the

Research and Special Programs Administration, Federal Motor Carrier Safety Administration, Federal Aviation Administration, Federal Railroad Administration; and U.S. Coast Guard. Furthermore, the Secretary recently delegated authority to the Office of Intermodalism to oversee and coordinate cross-modal issues (issues that affect more than one DOT operating administration) and multimodal issues (issues that affect more than one mode of transportation) arising out of the hazardous materials transportation safety program. (See 65 Fed. Reg. 49763, August 15, 2000.)

Congress last authorized the Department’s hazardous materials transportation safety program in 1994, amending the existing law to authorize appropriations for fiscal years 1994 through 1997. (See Public Law 103-311, August 26, 1994.) In 1997 and again on February 16, 1999, the Secretary of Transportation sent Congress proposed legislation to reauthorize the Department of Transportation’s hazardous materials transportation safety program. Since fiscal year 1998, the Department has received annual appropriations to continue the program.

You can view a variety of documents that describe and provide information about the current hazardous materials safety program at <http://hazmat.dot.gov>. Documents you may find of interest as you prepare your comments include:

- DOT’s 1999 proposed bill plus section-by-section analysis, a red-line/strike-out version of the proposed bill comparing the 1999 proposal to existing law, and a table comparing the 1999 proposal to the existing law and the Administration’s 1997 reauthorization proposal (<http://hazmat.dot.gov/99reauthact.htm>);
- Federal hazmat law (<http://hazmat.dot.gov/pubtrain/dotbill.pdf>);
- The Hazardous Materials Regulations (<http://www.text-trieve.com/dotrspa>);
- The 1996-1997 biennial hazardous materials safety program report (<http://hazmat.dot.gov/ohmforms.htm#biennial>); and
- The March 2000 Hazardous Materials Program Evaluation report (<http://hazmat.dot.gov/hmpe.htm>).

Copies of these documents may also be obtained by contacting either Ed Bonekemper or Nancy Machado at 202-366-4400.

B. Comments

As we prepare our legislative proposal to reauthorize the Department’s hazardous materials transportation safety program, we are looking for ideas on how to improve the effectiveness of

this important safety program through statutory changes. We invite the public, state and local governments, industry, labor unions, and other interested parties to submit their ideas and comments to us for review and consideration. Information on how to submit your comments and ideas to us is contained above under the heading, **ADDRESSES**.

Issued in Washington, DC on January 5, 2001, under authority delegated in 49 CFR Part 1.

Robert A. McGuire,

Associate Administrator for Hazardous Materials Safety.

[FR Doc. 01-763 Filed 1-9-01; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-406 (Sub-No. 14X)]

Central Kansas Railway, L.L.C.— Abandonment Exemption—in Sedgwick County, KS

On December 21, 2000, Central Kansas Railway, L.L.C. (CKR), filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903-10905 to abandon a line of railroad extending between milepost 19.5 near Garden Plain, KS, and milepost 3.5 southeast of the grade crossing at McCormick Avenue in Wichita, KS, a distance of 16 miles in Sedgwick County, KS. The line traverses U.S. Postal Service Zip Codes 67050, 67201-67220, 67221, 67223, 67226, 67227, 67228, 67230, 67231, 67232, 67233, 67235, 67236, 67251, 67256, 67257, 67259, 26760, 67275, 67276, 67277, and 67278, and includes no stations.

In addition to an exemption from 49 U.S.C. 10903, petitioner seeks exemption from 49 U.S.C. 10904 (offer of financial assistance procedures) and 49 U.S.C. 10905 (public use conditions). In support, CKR contends that exemption from these provisions is necessary because the City of Wichita, the County of Sedgwick, and the State of Kansas have developed various plans for flood control, redesign of a highway interchange, development of a green way, and removal of crossings to enhance safety, all of which are dependent on abandonment of the line. These entities want to obtain the right-of-way after abandonment for the valid public purposes discussed above. Petitioner further asserts that there is no overriding public need here for

continued rail service. These requests will be addressed in the final decision.

The line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the labor protective conditions imposed in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuing this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by April 10, 2001.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each offer must be accompanied by a \$1,000 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than January 30, 2001. Each trail use request must be accompanied by a \$150 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-406 (Sub-No. 14X) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001, and (2) Karl Morell, Ball Janik LLP, 1455 F Street, NW., Suite 225, Washington, DC 20005. Replies to the CKR petition are due on or before January 30, 2001.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment or discontinuance regulations at 49 CFR 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565-1545 (TDD for the hearing impaired is available at 1-800-877-8339.)

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The

deadline for submission of comments on the EA will generally be within 30 days of its service.

Board decisions and notices are available on our website at <http://WWW.STB.DOT.GOV>.

Decided: January 4, 2001.

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

Vernon A. Williams,

Secretary.

[FR Doc. 01-734 Filed 1-9-01; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Departmental Offices; Debt Management Advisory Committee Meeting

Notice is hereby given, pursuant to 5 U.S.C. App. 10(a)(2), that a meeting will be held at the U.S. Treasury Department, 15th and Pennsylvania Avenue, NW., Washington, DC, on January 30, 2001, of the following debt management advisory committee:

The Bond Market Association
Treasury Borrowing Advisory Committee

The agenda for the meeting provides for a technical background briefing by Treasury staff, followed by a charge by the Secretary of the Treasury or his designate that the Committee discuss particular issues, and a working session. Following the working session, the Committee will present a written report of its recommendations.

The background briefing by Treasury staff will be held at 9:00 a.m. Eastern time and will be opened to the public. The remaining sessions and the committee's reporting session will be closed to the public, pursuant to 5 U.S.C. App. 10(d).

This notice shall constitute my determination, pursuant to the authority placed in heads of departments by 5 U.S.C. App. 10(d) and vested in me by Treasury Department Order No. 101-05, that the closed portions of the meeting are concerned with information that is exempt from disclosure under 5 U.S.C. 552b(c)(9)(A). The public interest requires that such meetings be closed to the public because the Treasury Department requires frank and full advice from representatives of the financial community prior to making its final decision on major financing operations. Historically, this advice has been offered by debt management advisory committees established by the several major segments of the financial community. When so utilized, such a committee is recognized to be an