maintain records of verified positive drug test results?

(3) How would such a national record-keeping system safeguard the confidentiality of verified drug test results? What systems or methodology could do so?

(4) Should a process be established to allow drivers to correct errors in their records and to expunge information from their records after a reasonable period of time? What would be considered a reasonable period of time? What documentation would be adequate to justify expunging such a record?

(5) What are the potential costs involved in implementing this program for each State?

(6) What are the benefits of having verified positive drug test results housed in database so that each prospective employer would be required before hiring any driver to query the State that issued the commercial driver's license (CDL)? What are the disadvantages?

(7) What type of database should be used? Under what conditions should the information be released? Who should, or should not, have access to this information?

(8) Who should own and/or house the database?

(9) Should the database be centralized or distributed at the State level?

(10) How could we safeguard the confidentiality of verified drug test results?

(11) Are there States that currently have a program in place where verified positive drug test results are submitted to them? If so, what are their experiences and challenges?

Julie Anna Cirillo,

Acting Deputy Administrator.

[FR Doc. 01–21227 Filed 8–21–01; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Marine Transportation System National Advisory Council

ACTION: National Advisory Council Public Meeting.

SUMMARY: The Maritime Administration announces that the Marine Transportation System National Advisory Council (MTSNAC) will hold a meeting to discuss ongoing action items, MTS Team endeavors, MTS priorities and visions, and other issues. A public comment period is scheduled for 1 PM to 1:30 PM on Thursday, September 13, 2001. To provide time for as many people to speak as possible, speaking time for each individual will be limited to three minutes. Members of the public who would like to speak are asked to contact Raymond Barberesi by September 7, 2001. Commenters will be placed on the agenda in the order in which notifications are received. If time allows, additional comments will be permitted. Copies of oral comments must be submitted in writing at the meeting. Additional written comments are welcome and must be filed by September 20, 2001. Send comments to the attention of Mr. Raymond Barberesi, Director, Office of Ports and Domestic Shipping, U.S. Maritime Administration, 400 7th Street, SW, Room 7201, Washington, DC 20590.

DATES: The meeting will be held on Wednesday, September 12, 2001, from 1:30 PM to 5 PM and Thursday, September 13, 2001, from 9 AM to 3 PM.

ADDRESSES: The meeting will be held at the Radisson Plaza Hotel Baltimore Inner Harbor, 20 W. Baltimore Street, Baltimore, Maryland 21201.

FOR FURTHER INFORMATION CONTACT: Raymond Barberesi, (202) 366–4357; Maritime Administration, MAR–830, Room 7201, 400 Seventh St., SW, Washington, DC 20590; *Raymond.Barberesi@marad.dot.gov.*

(**Authority**: 5 U.S.C. App 2, Sec. 9(a)(2); 41 CFR 101–6. 1005; DOT Order 1120.3B)

Dated: August 17, 2001.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 01–21180 Filed 8–21–01; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34051]

Utah Central Railway Company—Lease and Operation Exemption—Union Pacific Railroad Company

Utah Central Railway Company (UCRC), a Class III rail carrier, has filed a notice of exemption [1] under 49 CFR 1150.41 *et seq.* to lease from Union Pacific Railroad Company (UP) and operate a line of railroad, with appurtenances, within the Ogden, UT area. The trackage encompasses the former Denver, Rio Grande & Western Railroad mainline trackage from Transfer Yard, milepost 781.00 to milepost 778.00, including the passing and stub tracks; the Evona Industrial Lead; the Relico Spur; the Sugar Works Spur; the Dyce Bypass Track up to the point of switch to the Shasta Lead Track; and Tracks 713 and 714, serving Dyce Chemical.

UCRC certifies that its projected revenues as a result of the transaction will not result in its becoming a Class II or Class I rail carrier.

The earliest the transaction could have been consummated was August 14, 2001, the effective date of the exemption, 7 days after the amendment was filed. The parties intended consummation date is 5 days after UP has notified UCRC that UP has received satisfactory evidence of compliance with conditions precedent, including Board approval of the transaction.

If the notice 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. 34051, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423–0001. In addition, one copy of each pleading must be served on Casey K. McGarvey, 50 South Main, Suite 1250, Salt Lake City, UT 84144.

Board decisions and notices are available on our website at *www.stb.dot.gov.*

Decided: August 15, 2001.

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

Vernon A. Williams,

Secretary.

[FR Doc. 01–21035 Filed 8–21–01; 8:45 am]

BILLING CODE 4915–00–P

[1] The notice of exemption was filed on June 26, 2001, and was amended by a pleading filed July 2, 2001. On August 7, 2001, an amended notice was filed, incorporating the June 26 and July 2 filings. The record was not made complete until the amended notice was filed, thereby causing the official filing date to be August 7.

DEPARTMENT OF THE TREASURY

Financial Management Service

Privacy Act of 1974; System of Records

AGENCY: Financial Management Service, Treasury.

ACTION: Notice of systems of records.

SUMMARY: In accordance with the requirements of the Privacy Act of 1974, as amended, 5 U.S.C. 552a, Financial Management Service is publishing its inventory of Privacy Act systems of records.