

Guards' decision of the selected alternative will be prepared and published in the **Federal Register** and other public notices. The entire ROD will be made available for public review at that time.

Dated: October 16, 2001.

**P.M. Stillman,**

*Rear Admiral, USCG, Deepwater Program Executive Officer.*

[FR Doc. 01-26813 Filed 10-25-01; 8:45 am]

**BILLING CODE 4910-15-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[FRA Docket No. FRA-1999-6689, Notice No. 2]

#### Reflectorization of Rail Rolling Stock

**AGENCY:** Federal Railroad Administration (FRA), DOT.

**ACTION:** Notice of availability.

**SUMMARY:** FRA announces that a preliminary analysis evaluating the costs and benefits of placing retro-reflective material on certain rail rolling stock in order to reduce collisions at highway-rail crossings has been placed in the public docket established to receive information on this topic. Public comment is invited.

**ADDRESSES:** The public is invited to submit both relevant information and relevant comments to the docket. Written comments should refer to the docket number of this notice and be submitted in duplicate to: DOT Central Docket Management Facility located in room PL-401 at the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC 20590. All docket material will be available for inspection at the Central Docket Management Facility during regular business hours and on the Internet at <http://dms.dot.gov>. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

**SUPPLEMENTARY INFORMATION:** In 1982, FRA conducted a study to determine whether reflective materials would enhance railcar conspicuity and thereby reduce the number of accidents involving railcars. That study demonstrated that, although the use of reflective material enhanced railcar conspicuity, the reflective material was not durable enough to withstand the harsh railroad environment.

Beginning in 1990, FRA initiated additional research in response to improvements in the retroreflective qualities and durability of reflective

materials. Subsequently, under the Federal Railroad Safety Authorization Act of 1994 ("the Act"), Pub. L. No. 103-440, 108 Stat. 4622-23 (November 2, 1994), Congress required FRA to revisit the issue of railcar conspicuity. The statute, codified at 49 U.S.C. 20148, provides that if the review establishes that enhanced railroad car visibility would likely improve safety in a cost-effective manner, the Secretary of Transportation shall initiate a rulemaking to prescribe regulations requiring enhanced visibility standards for railroad cars. FRA has completed its review of costs and benefits and is now placing it in the docket.

After extensive analysis, FRA has concluded that, because of technological advances developed since 1982, the reflectorization of railroad freight equipment appears to be a viable and cost-effective method of reducing the number of collisions at highway-rail grade crossings and the casualties and property damages which result from those collisions. FRA's analysis supports the conclusion that declines in the cost of reflective material, in combination with better performance and lower maintenance costs, have created a situation in which the benefits of reflectorization now appear to exceed its costs.

FRA invites all interested parties to review the cost-benefit analysis and to comment on the information contained therein and conclusions drawn from that information. FRA will review information that is submitted prior to the date on which FRA determines whether to institute rulemaking. Any responses can be sent to the docket. Instructions for doing so are described above under **ADDRESSES**.

#### FOR FURTHER INFORMATION CONTACT:

Mary Plache, Industry Economist, Office of Safety, FRA, 1120 Vermont Ave., NW., Mailstop 17, Washington, DC 20590 (telephone 202-493-6297) or John A. Winkle, Esq., Office of Chief Counsel, FRA, 1120 Vermont Ave., NW., Mailstop 10, Washington, DC 20590 (telephone 202-493-6067).

Issued in Washington, DC on October 22, 2001.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 01-26991 Filed 10-25-01; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Announcing the Seventh Quarterly Meeting of the Crash Injury Research and Engineering Network (CIREN)

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Meeting announcement.

**SUMMARY:** This notice announces the Seventh Quarterly Meeting of members of the Crash Injury Research and Engineering Network. CIREN is a collaborative effort to conduct research on crashes and injuries at nine Level 1 Trauma Centers linked by a computer network. Researchers can review data and share expertise, which could lead to a better understanding of crash injury mechanisms and the design of safer vehicles.

**DATE AND TIME:** The meeting is scheduled from 9 a.m. to 5 p.m. on Thursday, December 6, 2001.

**ADDRESSES:** The meeting will be held at the U.S. Department of Transportation headquarters, 400 Seventh Street, SW., Room 2230, Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** The CIREN System has been established and crash cases have been entered into the database by each Center. CIREN cases may be viewed from the NHTSA/CIREN Web site at: [http://www-nrd.nhtsa.dot.gov/include/bio\\_and\\_trauma/ciren-final.htm](http://www-nrd.nhtsa.dot.gov/include/bio_and_trauma/ciren-final.htm).

NHTSA has held three Annual Conferences where CIREN research results were presented. Further information about the three previous CIREN conferences is also available through the NHTSA Web site. NHTSA held the first quarterly meeting on May 5, 2000, with a topic of lower extremity injuries in motor vehicle crashes; the second quarterly meeting on July 21, 2000, with a topic of side impact crashes; the third quarterly meeting on November 30, 2000, with a topic of thoracic injuries in crashes; the fourth quarterly meeting on March 16, 2001, with a topic of offset frontal collisions; the fifth quarterly meeting on June 21, 2001, on CIREN outreach efforts; and the sixth quarterly meeting (held in Ann Arbor, Michigan) with a topic of injuries involving sport utility vehicles. Presentations from these meetings are available through the NHTSA Web site.

NHTSA plans to continue holding quarterly meetings on a regular basis to disseminate CIREN information to interested parties. This is the seventh such meeting. The topic for this meeting is Age-Related Injuries. Subsequent

meetings have tentatively been scheduled for April 2002 and August 2002. These quarterly meetings are in lieu of an annual CIREN conference.

Please be aware that this is a closed building. Attendees to this meeting must present photo identification, pass through the xray and magnetometer, and be escorted to the meeting room so please allow sufficient time to complete this process.

Should it be necessary to cancel the meeting due to inclement weather or to any other emergencies, a decision to cancel will be made as soon as possible and posted immediately on NHTSA's Web site <http://www.nhtsa.dot.gov/nhtsa/announce/meetings/>. If you do not have access to the Web site, you may call the contact listed below and leave your telephone or fax number. You will be called only if the meeting is postponed or canceled.

**FOR FURTHER INFORMATION CONTACT:** Mrs. Donna Stenski, Office of Human-Centered Research, 400 Seventh Street, SW, Room 6220, Washington, DC 20590, telephone: (202) 366-5662.

Issued on: October 19, 2001.

**Raymond P. Owings,**

*Associate Administrator for Research and Development, National Highway Traffic Safety Administration.*

[FR Doc. 01-27054 Filed 10-25-01; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34075]

#### Six County Association of Governments—Construction and Operation Exemption—Rail Line Between Levan and Salina, UT

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of exemption.

**SUMMARY:** Under 49 U.S.C. 10502, the Board conditionally exempts from the prior approval requirements of 49 U.S.C. 10901 the construction and operation by the Six County Association of Governments of a 43-mile line of railroad between Salina, UT, and a connection with a line of the Union Pacific Railroad Company in the vicinity of Levan, UT.

**DATES:** The exemption will not become effective until the environmental review process is completed. Once that process is completed, the Board will issue a further decision addressing the environmental impacts and, if appropriate, will make the exemption effective at that time, thereby allowing

construction to begin. Petitions to reopen must be filed by November 15, 2001.

**ADDRESSES:** Send pleadings, referring to STB Finance Docket No. 34075, to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001; and (2) Sandra L. Brown and D. Michael Hurst, Jr., Troutman Sanders LLP, 401 9th Street, NW., Suite 1000, Washington, DC 20004.

**FOR FURTHER INFORMATION CONTACT:** Joseph H. Dettmar, (202) 565-1600 [TDD for the hearing impaired: 1-800-877-8339.]

**SUPPLEMENTARY INFORMATION:**

Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: Da 2 Da Legal, Room 405, 1925 K Street, NW., Washington, DC 20006. Telephone: (202) 293-7776. [TDD for the hearing impaired: 1-800-877-8339.]

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: October 18, 2001.

By the Board, Chairman Morgan, Vice Chairman Clyburn, and Commissioner Burkes.

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 01-26774 Filed 10-25-01; 8:45 am]

**BILLING CODE 4915-00-P**

## DEPARTMENT OF THE TREASURY

### Office of the Comptroller of the Currency

[Docket No. 00-18]

#### Privacy Act of 1974, as Amended; System of Records

**AGENCY:** Office of the Comptroller of the Currency, Treasury.

**ACTION:** Notice of proposed new Privacy Act Systems of Records.

**SUMMARY:** In accordance with the Privacy Act of 1974, as amended, the Office of the Comptroller of the Currency (OCC) gives notice of five proposed new Privacy Act systems of records.

**DATES:** The proposed new systems of records will become effective November 26, 2001 unless comments are received which would result in a contrary determination.

**ADDRESSES:** You should send your comments to the Office of the Comptroller of the Currency, Public Information Room, Docket No. 00-18,

250 E Street, SW, Washington, DC 20219. You may inspect comments received at the same location. You may send your comments by facsimile transmission to FAX number 202-874-4448 or by electronic mail to REGS.COMMENTS@OCC.TREAS.GOV.

**FOR FURTHER INFORMATION CONTACT:** Frank Vance, Jr., Disclosure Officer, Communications Division, (202) 874-4700 or Harold J. Hansen, Assistant Director, Administrative and Internal Law Division, (202) 874-4460.

**SUPPLEMENTARY INFORMATION:** Pursuant to the Privacy Act of 1974, as amended, 5 U.S.C. 552a, the OCC is proposing to establish the following new systems of records:

#### (1) Treasury/Comptroller .100—Enforcement Action Report System

Records relating to enforcement actions taken by the OCC against individuals that will be maintained in this proposed new system are currently maintained in an existing Privacy Act system of records, Treasury/Comptroller .013-Enforcement Compliance Information System. Records maintained in the Enforcement and Compliance Information System have been exempted by rule from certain provisions of the Privacy Act pursuant to 5 U.S.C. 552a(j)(2) and (k)(2).

Information in the Enforcement Action Report System will be used by the OCC for supervisory and licensing purposes, including the review of the qualifications and fitness of individuals who are or propose to become responsible for the business operation of OCC-regulated entities. The system will contain records of enforcement actions taken by the OCC and other federal financial regulatory agencies against individuals and pending OCC enforcement actions. It will also contain information about individuals who require the Federal Deposit Insurance Corporation's approval to participate in the affairs of an insured depository institution pursuant to 12 U.S.C. 1829, including information about criminal convictions involving dishonesty or breach of trust.

The OCC proposes to exempt records maintained in the Enforcement Action Report System from certain of the Privacy Act's requirements pursuant to 5 U.S.C. 552a(k)(2).

#### (2) Treasury/Comptroller .120—Bank Fraud Information System

To assist the OCC in its supervisory function, this system will track complaints and inquiries concerning fraudulent or suspicious financial instruments and transactions. The