

additional copies of each handout available for other attendees.

(e) The meeting will not be formally recorded. However, a summary of the comments made at the meeting will be filed in the docket.

Agenda for the Meeting

Opening Remarks and Discussion of Meeting Procedures
Briefing on Background for Proposal Public Presentations
Closing Comments

Issued in Washington, DC, on March 27, 1996.

Nancy B. Kalinowski,
Acting Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 96-8034 Filed 4-2-96; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

Announcing the General Estimates System Users Meeting

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

ACTION: Meeting Announcement.

SUMMARY: This notice announces a public meeting at which NHTSA will conduct a National Accident Sampling System General Estimates System (GES) Users Meeting. The users are those members of the highway safety community that analyze data from the General Estimates System.

DATE AND TIME: The meeting is scheduled from 9:30 a.m. to 11:30 a.m., on Monday, April 15, 1996.

ADDRESSES: The meeting will be held in Rooms 3200-04 of the U.S. Department of Transportation Building, which is located at 400 Seventh Street, S.W., Washington, D.C.

SUPPLEMENTARY INFORMATION: NHTSA is reviewing the GES data elements to identify which may be deleted, modified or added to better support their data users in the highway safety community. The attendees will be able to provide information and discuss their recommendations to NHTSA on data elements that could be collected in GES and would support their analytic efforts for the highway safety community. A complete list of the GES variables is available from the contact listed below. Comments are requested prior to the meeting.

The meeting is open to the public, but attendance may be limited due to space availability. Participation by the public will be determined by the meeting coordinator.

FOR FURTHER INFORMATION CONTACT:

Ms. Terry Shelton, General Estimates System, National Center for Statistics and Analysis, NRD-31, 400 Seventh Street, S.W., Washington, D.C. 20590, telephone: (202) 366-5362; Internet: tshelton@nhtsa.dot.gov; fax: (202) 366-7078.

William A. Boehly,

Associate Administrator for Research and Development.

[FR Doc. 96-8175 Filed 4-2-96; 8:45 am]

BILLING CODE 4910-59-P

Surface Transportation Board

[Ex Parte No. 388]

State Intrastate Rail Rate Authority Public Law 96-448

AGENCY: Surface Transportation Board.

ACTION: Notice that regulatory jurisdiction formerly exercised by certain States over intrastate rail transportation ceased to be effective as of January 1, 1996.

SUMMARY: The Board is giving notice that the authority of certain States to regulate intrastate rail matters was terminated by the ICC Termination Act of 1995, effective January 1, 1996.

EFFECTIVE DATE: January 1, 1996.

FOR FURTHER INFORMATION CONTACT:

Beryl Gordon, (202) 927-5610. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: Prior to January 1, 1996, old 49 U.S.C. 11501(b)(1) provided that States could exercise jurisdiction over intrastate transportation by a rail carrier furnishing transportation subject to the jurisdiction of the Interstate Commerce Commission (ICC) under old 49 U.S.C. 10501, but only if the appropriate State authority exercised jurisdiction exclusively in accordance with the provisions of old 49 U.S.C. 10101-11917. To exercise jurisdiction over intrastate rates, a State had to be certified under old 49 U.S.C. 11501(b)(2)-(5). Under the certification regime, States that desired to regulate intrastate rail matters were required to adopt standards and procedures in accordance with those used by the ICC to regulate interstate rail matters. The ICC, if it determined that a State's standards and procedures were in accordance with federal law, was required to certify the State authority. Certification continued for a 5-year period commencing on the date of certification; and if, prior to the end of the 5-year period, the State resubmitted its standards and procedures, its regulatory authority could be recertified.

As of December 31, 1995, the following States were certified (technically, "recertified") to exercise jurisdiction over intrastate rail rates, classifications, rules, and practices: Alabama, Arkansas, Colorado, Georgia, Iowa, Kansas, Kentucky, Maryland, Michigan, Minnesota, Mississippi, Montana, New Mexico, New York, North Dakota, Oklahoma, Oregon, South Carolina, Virginia, West Virginia, and Wisconsin. See 60 FR 42181 (8/15/95) (Alabama); 60 FR 16664 (3/31/95) (Arkansas); 56 FR 28924 (6/25/91) (Colorado); 60 FR 42181 (8/15/95) (Georgia); 55 FR 51511 (12/14/90) (Iowa); 60 FR 42181 (8/15/95) (Kansas); 56 FR 9738 (3/7/91) (Kentucky); 55 FR 50783 (12/10/90) (Maryland); 55 FR 51356 (12/13/90) (Michigan); 56 FR 9977 (3/8/91) (Minnesota); 60 FR 12784 (3/8/95) (Mississippi); 60 FR 49631 (9/26/95) (Montana); 58 FR 17626 (4/5/93) (New Mexico); 55 FR 48931 (11/23/90) (New York);¹ 56 FR 446 (1/4/91) (North Dakota); 60 FR 46134 (9/5/95) (Oklahoma);² 57 FR 11970 (4/8/92) (Oregon); 60 FR 56066 (11/6/95) (South Carolina); 59 FR 60164 (11/22/94) (Virginia); 60 FR 62476 (12/6/95) (West Virginia); and 60 FR 49286 (9/22/95) (Wisconsin).

The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (ICCTA), enacted on December 29, 1995, and effective January 1, 1996, abolished the ICC but transferred certain of its rail regulatory functions to a newly created Surface Transportation Board (Board). See ICCTA Section 101 (abolition of the ICC). See also new 49 U.S.C. 701(a) (establishment of the Board) and new 49 U.S.C. 10101-11908 (new regulatory provisions applicable to rail carriers).

The *new law* (the law in effect on and after January 1, 1996) differs in several important respects from the *old law* (the law in effect prior to January 1, 1996). For present purposes, it suffices to note that the certification regime of old 49 U.S.C. 11501(b)(2)-(5) no longer exists, because the underlying State regulatory role no longer exists. See new 49 U.S.C. 10501(a)(2)(A) (jurisdiction of the Board extends to transportation between a place in a State and a place in the same State as part of the interstate rail network), and new 49 U.S.C. 10501(b) (jurisdiction of the Board is exclusive). It follows that the certifications (technically, the "recertifications") that were effective as of December 31, 1995, ceased to be effective as of January 1,

¹ On 12/13/95, the State of New York filed a recertification application, which automatically resulted in a provisional recertification.

² On 10/26/95, the State of Oklahoma filed a recertification application, which automatically resulted in a provisional recertification.

1996. We are therefore discontinuing the proceedings heretofore instituted in Ex Parte No. 388 (Sub-Nos. 1, 2, 3, 5, 9, 10, 11, 13, 14, 15, 16, 18, 22, 23, 24, 26, 27, 29, 33, 35, and 36) (the certification sub-dockets for Alabama, Arkansas, Colorado, Georgia, Iowa, Kansas, Kentucky, Maryland, Michigan, Minnesota, Mississippi, Montana, New Mexico, New York, North Dakota, Oklahoma, Oregon, South Carolina, Virginia, West Virginia, and Wisconsin, respectively).

A copy of this notice will be served on the Governor of each State, the Public Service Commission (or other appropriate regulatory agency) in each State, and all other parties of record in Ex Parte No. 388, Ex Parte No. 388 A, and Ex Parte No. 388 (Sub-Nos. 1 through 37).

This action (we are simply stating the effect that ICCTA had on the preexisting certification regime) will not significantly affect either the quality of the human environment or energy conservation.

Decided: March 21, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons and Commissioner Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 96-8012 Filed 4-2-96; 8:45 am]

BILLING CODE 4915-00-P

Surface Transportation Board¹

[STB Docket No. AB-467X]

J.P. Rail Inc., T/A Southern Railroad Company of New Jersey— Abandonment Exemption; in Linwood, Atlantic County, NJ

J.P. Rail Inc., T/A Southern Railroad Company of New Jersey (SRNJ) filed a notice of exemption under 49 CFR part 1152 Subpart F; *Exempt Abandonments* to abandon a 3.38 mile line of its rail line known as the Linwood Industrial Track, from that point on the line in Pleasantville, in the vicinity of Decatur Avenue (approximately milepost 0.31+) to the end of the line in the vicinity of Wilson Avenue and Poplar Avenue (approximately milepost 3.69+) in Linwood, Atlantic County, NJ.²

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10903.

² The verified notice of exemption was filed on March 5, 1996. Board staff contacted SRNJ and requested clarification of its verified notice. SRNJ

SRNJ has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to use of this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on May 3, 1996, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,³ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),⁴ and trail use/rail banking requests under 49 CFR 1152.29⁵ must be filed by April 15, 1996. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by April 23, 1996, with: Office of the Secretary, Case Control Branch, Surface Transportation

supplemented the record by letter filed March 14, 1996. Because the notice must be filed with the Board at least 50 days before the abandonment is to be consummated, consummation may not occur before May 3, 1996. See 49 CFR 1152.50(d)(2). SRNJ has confirmed that the correct consummation date of the abandonment will be May 3, 1996. As noted subsequently in this notice, the exemption will be effective on that date.

³ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

⁴ See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

⁵ The Board will accept late-filed trail use requests so long as the abandonment has not been consummated and the abandoning railroad is willing to negotiate an agreement.

Board, 1201 Constitution Avenue, NW, Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: John K. Fiorilla, Watson, Stevens, Fiorilla & Rutter, 390 George Street, P.O. Box 1185, New Brunswick, NJ 08903.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

SRNJ has filed an environmental report which addresses the abandonments effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by April 8, 1996. Interested persons may obtain a copy of the EA by writing to SEA (Room 3219, Surface Transportation Board, Washington, DC 20423) or by calling Elaine Kaiser, Chief of SEA, at (202) 927-6248. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Decided: March 26, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-8013 Filed 4-2-96; 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 April 30 and May 1, 1996, of the following debt management advisory committee:

Public Securities Association
Treasury Borrowing Advisory Committee

The agenda for the meeting provides for a technical background briefing by Treasury staff on April 30, followed by a charge by the Secretary of the Treasury or his designate that the committee discuss particular issues, and a working session. On May 1, the committee will present a written report of its recommendations.

The background briefing by Treasury staff will be held at 11:30 a.m. Eastern time on April 30 and will be open to the public. The remaining sessions on April