the U.S. certification program, one page bulletins on various Federal Motor Carrier Safety Regulations, how to obtain an U.S. DOT vehicle identification number, and state specific safety regulations. The following brochures/guidance have been translated into Spanish and are currently distributed at the border or are being reviewed for possible distribution at the U.S. Southern border:

- FMCSRs—Drivers Guide to the FMCSRs (JJ Keller Publication).
- Drug and Alcohol Regulations (JJ Keller Publication).
- HM Basic Awareness Training Course (CD FMCSA Publication).
- MX Program Pamphlet (FMCSA Publication) [Currently Distributed]
- Road User Guide for North America (FHWA Publication) [Currently Distributed in English, Spanish, and French]
- Awake At the Wheel (FMCSA Publication) [Currently Distributed]

Materials developed for international use, such as those developed by FMCSA's ITS/CVO Technology Division for use with border partners Canada and Mexico. These include its pocket brochure in English, Spanish, and French. It is also developing Spanish video scripts.

The Canadian Council of Motor Vehicle Administrators is developing a trilingual chart for conducting roadside commercial vehicle inspection.

''La Seguridad de los Materiales Peligrosos,'' (The Safety of Dangerous Materials), RSPA, DOT.

The International Pictograms Standard, 414 SE Grand Avenue, Portland, Oregon 97214 USA, (503) 234–1400. ''Making conneXions for the Transit Customer,'' Breaking down illiteracy and other barriers to transit travel. A multi-media computer software program to help people with barriers to literacy become independent transit riders. The software program includes photos, video and voice narration to help clients learn how to best use public transit. Clients use the program at their learning level and pace, on their own, or with the help of a facilitator.

Data Sources

- Census
- Public Schools
- Community-based organizations
- Advocacy and special interest groups
- Indian tribes
- Immigrant aid organizations
- Welfare to Work organizations
- Job Access service providers
- State Migrant Coordinators
- State Refugee Coordinators
- Local refugee services organizations
- National, regional, and local ethnic advocacy organizations
- Unions that represent farmworkers, service workers, and entry level jobholders
- Legal services organizations
- Staff of elected officials in areas with substantial national origin minority communities
- National Environmental Policy Act (NEPA) related demographic studies
- Hispanic Data Handbook
- National Clearinghouse for Bilingual Education
- Center for Applied Linguistics, www.cal.org
- Hispanic Ministry of Catholic Dioceses, Catholic Social Services, Episcopal Bishop's Fund, Hebrew Immigrant Aid Society, and other faith-based entities that serve LEP people
- Language, Demographics and Population Studies Departments at local universities
- Commercial marketing data
- Minority marketing firms

Appendix A to DOT Guidance

DOT's Title VI regulation (49 CFR Part 21) states the following, in part:

§ 21.5 Discrimination prohibited.

(a) General. No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under, any program to which this part applies.

(b) Specific discriminatory actions prohibited:

(1) A recipient under any program to which this part applies may not, directly or through contractual or other arrangements, on the grounds of race, color, or national origin.

(i) Deny a person any service, financial aid, or other benefit provided under the program;

(ii) Provide any service, financial aid, or other benefit to a person which is different, or is provided in a different manner, from that provided to others under the program;

(iii) Subject a person to segregation or separate treatment in any matter related to his receipt of any service, financial aid, or other benefit under the program;

(iv) Restrict a person in any way in the enjoyment of any advantage or privilege enjoyed by others receiving any service, financial aid, or other benefit under the program;

(vi) Deny a person an opportunity to participate in the program through the provision of services or otherwise or afford him an opportunity to do so which is different from that afforded others under the program; or

(vii) Deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program.

(2) A recipient, in determining the types of services, financial aid, or other benefits, or facilities which will be provided under any such program, or the class of person to whom, or the situations in which, such services, financial aid, other benefits, or facilities will be provided under any such program, or the class of persons to be afforded an opportunity to participate in any such program; may not, directly or through contractual or other arrangements, utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin.

(5) The enumeration of specific forms of prohibited discrimination in this paragraph does not limit the generality of the prohibition in paragraph (a) of this section.

(7) This part does not prohibit the consideration of race, color, or national origin if the purpose and effect are to remove or overcome the consequences of practices or impediments which have restricted the availability of, or participation in, the program or activity receiving Federal financial assistance, on the grounds of race, color, or national origin.

[FR Doc. 01–1745 Filed 1–19–01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD17–01–001]

Annual Certification of Cook Inlet Regional Citizen's Advisory Council (CIRCAC)

AGENCY: Coast Guard, DOT.

ACTION: Notice of Recertification.

SUMMARY: Under the Oil Terminal and Tanker Environmental Oversight Act of 1990, the Coast Guard may certify on an annual basis, an alternative voluntary advisory group in lieu of a regional citizens' advisory council for Cook Inlet, Alaska. This certification allows the advisory group to monitor the activities of terminal facilities and crude oil tankers under the Cook Inlet Program established by the statute. The purpose of this notice is to inform the public that the Coast Guard has recertified the alternative voluntary advisory group for Cook Inlet, Alaska.

DATES: The effective period of this certification is from September 1, 2000 to August 31, 2001.

FOR FURTHER INFORMATION CONTACT: For general information regarding the CIRCAC or viewing material submitted to the docket, contact LT Ryan Murphy, Seventeenth Coast Guard District, Marine Safety Division, (907) 463–2817.

SUPPLEMENTERY INFORMATION: As part of the Oil Pollution Act of 1990. Congress passed the Oil Pollution Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990, (the Act), Section 5002, to foster the long-term partnership among industry, government, and local communities in overseeing compliance with the environmental concerns in the operation of terminal facilities and crude-oil tankers. Subsection 5002(o) permits an alternative voluntary advisory group to represent the communities and interests in the vicinity of the terminal facilities in Cook Inlet (CI), in lieu of a council of the type specified in subsection 5002(d), if certain conditions are met.

The Act requires that the group enter into a contract to ensure annual funding, and that it receive annual certification by the President to the effect that it fosters the general goals and purposes of the Act, and is broadly representative of the communities and interests in the vicinity of the terminal facilities and Cook Inlet. Accordingly, in 1991, the President granted certification to the Cook Inlet Regional Citizen's Advisory Council (CIRCAC). The authority to certify alternative advisory groups was subsequently delegated to the Commandant of the Coast Guard and redelegated to the Commander, Seventeenth Coast Guard District.

On October 18, 2000, (65 FR 62407) the Coast Guard announced the availability of the application for recertification that it received from the CIRCAC and requested comments. Eight comments were received.

Discussion of Comments

Of the 8 comments received, all were supportive of recertification and noted the positive efforts, good communication, and broad representation of Cook Inlet communities as CIRCAC carries out its responsibilities as intended by the Act.

Upon review of the comments received regarding the CIRCAC's performance during the past year and the information provided by the RCAC in their annual report and recertification package the Coast Guard finds the CIRCAC meets the criteria established under the Oil Pollution Act, and that recertification in accordance with the Act is appropriate.

Recertification: By letter dated January 2, 2001, the Commander, Seventeenth Coast Guard certified that the CIRCAC qualifies as an alternative voluntary advisory group under 33 U.S.C. 2732(o). This recertification terminates on August 31, 2001.

Dated: January 2, 2001.

T.J. Barrett,

U. S. Coast Guard, Commander, Seventeenth Coast Guard District.

[FR Doc. 01–1849 Filed 1–19–01; 8:45 am]

BILLING CODE 4910–15–P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG–2001–8680]

Coast Guard Advisory to Recreational Boaters on Carbon Monoxide Hazard Caused by Generator Exhaust

AGENCY: Coast Guard, DOT.

ACTION: Consumer advisory notice.

SUMMARY: The Coast Guard advises owners and operators of boats to turn off gasoline-powered generators with transom exhaust ports when the swim platform on the stern is in use. The Coast Guard further advises that swimmers should not enter the cavity of a boat designed with a generator emitting exhaust into the cavity between the swim platform and the transom of the vessel. The Coast Guard is concerned about the serious health risk from carbon monoxide poisoning and seeks to prevent loss of life and personal injury.

FOR FURTHER INFORMATION CONTACT: Philip Cappel, Chief, Recreational Boating Product Assurance Division, Commandant (G–OPB–3), 2100 Second Street SW., Washington, DC 20593, telephone (202) 267–0988, e-mail *pcappel@comdt.uscg.mil.* Documents mentioned in this notice as being available in the docket, are part of docket USCG–2001–8680 and are available for inspection or copying at the Docket Management Facility, U.S. Department of Transportation, room PL–401, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at *http://dms.dot.gov.*

SUPPLEMENTARY INFORMATION: The Coast Guard was made aware of the deadly combination of generator exhaust and swim platforms through a September 2000 National Institute for Occupational Safety and Health (NIOSH) study of houseboat carbon monoxide deaths on Lake Powell in Arizona. The study showed that the particular design of the stern swim platform on certain models of houseboats created a cavity between the hull of the vessel and the swim platform where the gasoline-powered generator exhaust port is located. When the generator is running the carbon monoxide buildup in this cavity, as well as the swim platform and rear deck space, is so high that it creates an imminent danger of death for anyone who enters the cavity even for a very short period of time. The common practice of keeping generators running to power air conditioning, entertainment centers, and electronic suites while moored or anchored has exacerbated the problem.

The Coast Guard has conducted a preliminary investigation into the problem and has issued a letter to all known houseboat manufacturers informing them of this hazard and soliciting their plans for reducing the danger.

The problem may not be confined to houseboats, however, since any boat with the generator exhaust located in the transom and a swim platform could present the same lethal hazard. The Coast Guard is expanding its investigation of this problem to include all types of boats.

Previous carbon monoxide warnings and educational materials have concentrated on the hazards created by the exhaust of the main propulsion engines while underway. Although these dangers still exist, the Coast Guard will develop new educational materials to emphasize the additional hazards of using a gasoline-powered generator, especially while not underway.

The Coast Guard warns all boaters that this is an extremely dangerous matter that could result in serious injury or death and advises all boat owners to heed this warning.

Dated: January 12, 2001.

John W. Whitehouse,

Captain, U.S. Coast Guard, Acting Assistant Commandant for Operations.

[FR Doc. 01–1666 Filed 1–19–01; 8:45 am]

BILLING CODE 4910–15–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an Environmental Impact Statement and Conduct Scoping for Air Traffic Procedural Changes Associated With the New York/New Jersey/Philadelphia Metropolitan Airspace Redesign Project

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement and conduct scoping meetings.