

Project No./Title	Abstract	Cost	Grantee and/or Consultants
MA-26-7057, Advanced Signal & Gate Technologies for MBTA Grade Crossings.	Evaluate engineering improvements at commuter rail grade crossing with severe traffic problems and safety concerns.	\$380,000	Massachusetts Bay Area Transportation Authority.
MA-03-7001, Four Quadrant Gated Grade Crossing.	Evaluate design and operational standards/safety enhancements for commuter rail grade crossings. Demonstrate use of four quadrant gates with vehicle detection system at commuter rail grade crossing.	300,000	Massachusetts Bay Area Transportation Authority.
MD-26-7024, Second Train Coming Warning Sign.	Develop & evaluate use of active 2nd train warning sign for motorists at light rail grade crossings. The warning sign will alert motorists who are stopped at the crossing that a second high-speed train is coming from the opposite direction.	200,000	Mass Transportation Administration Baltimore, MD.
CA-26-7017, Second Train Coming Warning Sign.	Develop & evaluate use of graphic 2nd train sign for pedestrians at rail grade crossings. This project is in conjunction with MD-26-7024, and will include field study of an active second train warning sign.	200,000	Los Angeles County Metropolitan Transportation Authority.
CA-26-7010, Assessment of Left Turn Crossing Gates for LRT.	Field test and technical studies to investigate left turn railroad crossing gated for light rail transit (LRT) grade crossings. Field test to include evaluation of track area vehicle detection systems.	200,000	Los Angeles County Metropolitan Transportation Authority.

V. Submission of Candidate Proposals

FTA is soliciting proposals for Joint Partnership Rail Grade Crossing Projects from eligible consortia. The proposal should outline the following in abbreviated form:

- (1) Overview of the proposed effort, or proposed concept;
- (2) List of partners, including one or more developers of technology and one or more transit operators;
- (3) State of the technology;
- (4) Work to be performed,
- (5) Physical and/or operating characteristics of the innovation;
- (6) Development of prototype equipment/process or pilot program;
- (7) Schedule;
- (8) Total project cost, including source of matching funds (private, non-profit, commercial, Title 49, U.S.C., discretionary or formula, Congestion Management Air Quality (CMAQ) Intelligent Transportation Systems (ITS), etc.);
- (9) Assessment plan; and
- (10) Relationship to FTA Research & Technology Five-Year Plan Program areas listed in paragraph II (b) of this Notice.

VI. Evaluation and Selection

In evaluating the proposals received, FTA will consider the following factors:

- (1) State of technology and applicability to solving mixed-use operational challenges;
- (2) Management capability and technical expertise of consortium;
- (3) Proposed cost share;
- (4) Cost and benefits (payback) of proposed work;
- (5) Time to complete test and evaluation of the concept or technology;

- (6) Realistic probability of wide spread application of technology; and
- (7) Relative technical and financial risk.

As previously mentioned, proposals (6 copies) must be received by 45 days from the date of this notice. Proposals should be sent to the name and address in the "Addresses" section of this Notice.

Issued on: September 14, 2000.

Michael Winter,

Associate Administrator for Budget and Policy

[FR Doc. 00-24174 Filed 9-19-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Applications for Modification of Exemption

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applications for modification of exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. This notice is abbreviated to expedite docketing and public notice. Because the sections affected, modes of transportation, and the nature of

application have been shown in earlier **Federal Register** publications, they are not repeated here. Requests for modifications of exemptions (e.g. to provide for additional hazardous materials, packaging design changes, additional mode of transportation, etc.) are described in footnotes to the application number. Application numbers with the suffix "M" denote a modification request. These applications have been separated from the new applications for exemptions to facilitate processing.

DATES: Comments must be received on or before October 5, 2000.

ADDRESS COMMENTS TO: Record Center, Research and Special Programs Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption number.

FOR FURTHER INFORMATION CONTACT: Copies of the applications are available for inspection in the Records Center, Nassif Building, 400 7th Street SW, Washington, DC or at <http://dms.dot.gov>.

This notice of receipt of applications for modification of exemptions is published in accordance with Part 107 of the Federal hazardous materials transportation law (49 U.S.C. 5117(b); 49 CFR 1.53(b)).

Issued in Washington, DC, on September 14, 2000.

J. Suzanne Hedgepeth,

Director, Office of Hazardous Materials Exemptions and Approvals.

Application No.	Docket No.	Applicant	Modification of exemption
8013-M ....	.....	Praxair, Inc., Danbury, CT ¹	8013
10501-M ..	.....	Semi-Bulk Systems, Inc., Fenton, MO ²	10501
10985-M ..	.....	Georgia-Pacific Corporation, Atlanta, GA ³	10985
11749-M ..	.....	Union Tank Car Company, E. Chicago, IN ⁴	11749
12499-M ..	RSPA-2000-7650	M & M Service Company, Carlinville, IL ⁵	12499
12504-M ..	RSPA-2000-7652	Radian International, Research Triangle Park, NC ⁶	12504

¹ To modify the exemption to allow for the use of DOT 4E240 specification cylinders having a capacity up to 2,642 cubic inches to be used exclusively for sampling purposes.

² To modify the exemption to update reference language concerning Flexible Intermediate Bulk Container reuse provisions and repair procedures.

³ To modify the exemption to authorize the transportation of Class 8 materials in tank cars which remain standing with unloading connections attached when no product is being transferred.

⁴ To modify the exemption to change the availability/retention requirements of data documents used for alternative testing methods of DOT specification tank cars.

⁵ To reissue the exemption originally issued on an emergency basis for the transportation of liquefied petroleum gas in a non-DOT specification cargo tank.

⁶ To reissue the exemption originally issued on an emergency basis authorizing the use of temperature controlled equipment for the transportation of Class 3 and Division 2.1 materials.

[FR Doc. 00-24182 Filed 9-19-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33861]

Norfolk Southern Railway Company— Trackage Rights Exemption— Bessemer and Lake Erie Railroad Company

Bessemer and Lake Erie Railroad Company (B&LE), a Class II rail common carrier, has agreed to grant overhead trackage rights to Norfolk Southern Railway Company (NS) over approximately 50.38 miles of B&LE's mainline of railroad between NS' connection at Shenango, PA (at approximately milepost G4.27 in Mercer County), and NS' connection at Wallace Junction, PA (at approximately milepost E8.90 in Erie County).¹

NS reported that it intends to consummate the transaction on September 20, 2000, or as soon thereafter as the parties may agree and/or the time required for any necessary labor notice is given.

The purpose of the trackage rights is to permit NS to move traffic more safely, efficiently and expeditiously in the western Pennsylvania region.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in

¹ A redacted version of the trackage rights agreement between B&LE and NS was filed with the notice of exemption. The full version of the agreement, as required by 49 CFR 1180.6(a)(7)(ii), was concurrently filed under seal along with a motion for a protective order. A protective order was served on September 12, 2000.

Mendocino Coast Ry., Inc.—Lease and Operate, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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. 33861, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on John V. Edwards, Norfolk Southern Railway Company, Three Commercial Place, Norfolk, VA 23510-2191.

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

Decided: September 13, 2000.

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

Vernon A. Williams,
Secretary.

[FR Doc. 00-24026 Filed 9-19-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33921]

Norfolk Southern Railway Company— Trackage Rights Exemption— Wisconsin Chicago Link, Ltd.

Wisconsin Chicago Link, Ltd. (WCLL), a Class III rail carrier and a subsidiary of Wisconsin Central Transportation Company, a noncarrier holding

company,¹ has agreed to grant non-exclusive overhead trackage rights to Norfolk Southern Railway Company (NS) over approximately 1.9 miles of rail line known as the Panhandle Line,² which WCLL currently leases from Pennsylvania Lines LLC (PRR), between approximately PCC&StL milepost 309.8 at Odgen Junction near Rockwell Street and approximately PCC&StL milepost 307.9 near the Ash Street Interlocking in Chicago, Cook County, IL.³

NS reported that it intends to consummate the transaction on September 15, 2000, or as soon thereafter as the parties may agree and/or the time required for any necessary labor notice is given.

The purpose of this trackage rights is to permit NS to move overhead traffic more safely, efficiently, and quickly, as well as reduce congestion and help avoid delays of NS's traffic in the Chicago area.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the

¹ See *Wisconsin Central Transportation Corporation—Continuance in Control Exemption—Wisconsin Chicago Link Ltd.*, STB Finance Docket No. 33811 (STB served Mar. 8, 2000).

² The Panhandle Line was formerly owned by Consolidated Rail Corporation. Pursuant to a transaction approved by the Board, and consummated by the parties on June 1, 1999, PRR was assigned assets designated to be operated as part of the NS rail system (the PRR-Allocated Assets). See *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision No. 89 (STB served July 23, 1998).

³ See *Wisconsin Chicago Link Ltd.—Lease Exemption—Pennsylvania Lines LLC*, STB Finance Docket No. 33831 (STB served Feb. 10, 2000).

NS states that although the lease is yet to be executed and put into effect, the parties expect it to become effective in the near future and wish to be able to put the grant of trackage rights back to NS into effect on or near the same date.