

provisions and with 5 CFR 1320.5(b) by informing the public about OMB's approval of the ICRs of the above cited regulations.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, D.C. on September 15, 2000.

Kathy A. Weiner,

Director, Office of Information Technology and Support Systems, Federal Railroad Administration

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Applications for Exemptions

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of Applicants for 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. Each mode of transportation for which a particular exemption is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

DATES: Comments must be received on or before October 20, 2000.

ADDRESS COMMENTS TO: Records 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 conformation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption application number.

FOR FURTHER INFORMATION CONTACT: Copies of the applications (See Docket Number) are available for inspection at the New Docket Management Facility, PL–401, at the U.S. Department of Transportation, Nassif Building, 400 7th Street, SW. Washington, DC 20590 or at <http://dms.dot.gov>.

This notice of receipt of applications for new 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.

NEW EXEMPTIONS

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of exemption thereof
12531–N	RSPA–00–7865	Worthington Cylinder Corporation, Columbus, OH.	49 CFR 173.302(a), 173.304(a), 173.304(d), 178.61(b), 178.61(f), 178.61(g), 178.61(i), 178.61(k).	To authorize the manufacture, marking, sale and use of non-DOT specification cylinders designed in accordance with DOT 4BW specification for use in transporting various hazardous materials. (Modes 1, 2, 3, 4.)
12532–N	RSPA–00–7864	Carleton Technologies Inc., Orchard Park, NY.	49 CFR 173.302(a) 175.3	To authorize the manufacture, marking, sale and use of non-DOT specification cylinders similar to DOT specification 39 cylinder for use in transporting helium, Division 2.2. (Modes 1, 2, 4.)
12533–N	RSPA–00–7862	Adams Healthcare Ltd., Garforth, Leeds, EN.	49 CFR 173.306(a)(3)(v)	To authorize alternative testing criteria for aerosol containers meeting DOT specification 2Q for use in transporting Division 2.1 material. (Modes 1, 3.)
12534–N	RSPA–00–7863	MODcol Corp., Sunnyvale, CA.	49 CFR 173.302, 178.602–178.606.	To authorize the manufacture, marking, sale and use of a composite package containing limited quantities of Class 3 material with fiberboard or plywood overpack. (Modes 1, 2, 3, 4.)
12535–N	RSPA–00–7886	United States Department of Commerce, Gaithersburg, MD.	49 CFR 177.842(b)(1)	To authorize the transportation in commerce of unirradiated fuel in carbon steel structures with an alternative distance separation within the transport vehicle. (Mode 1.)
12536–N	RSPA–00–7887	Department of Energy, Albuquerque, NM.	49 CFR 173.211	To authorize the transportation in commerce of a specially designed device consisting of a sealed stainless steel containment vessel overpacked in a steel transport container for an oxidizing solid, Division 5.1. (Mode 1.)
12537–N	RSPA–00–7885	Noranda-Dupont LLC, Wilmington, DE.	49 CFR 172.203(a), 180.509(1) (2).	To authorize an alternative retest criteria for DOT specification 111A100W tank cars used in sulfuric acid service. (Mode 1.)
12538–N	RSPA–00–7884	Champagne Specialties, Inc., Fairport, NY.	49 CFR 180.519	To authorize the repair and alteration of multi-tank car tanks that conform to alternative requirements for qualification and maintenance. (Mode 1.)
12539–N	RSPA–00–7883	Edlow International Company, Washington, DC.	49 CFR 173.420(a)(2)(i)	To authorize the one-time transportation of 19 model 30B cylinders, which deviate from the ANSI 14.1 standards, containing uranium hexafluoride, Class 7. (Modes 1, 3.)

NEW EXEMPTIONS—Continued

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of exemption thereof
12541-N	RSPA-00-7888	Rotonics Manufacturing, Inc., Gardena, CA.	49 CFR 172.101 Col 8b and 8c, 173.197.	To authorize the manufacture, marking, sale and use of a 200 gallon, high density polyethylene, rotationally molded roll on/roll off container as an outer packaging for use in transporting regulated medical waste, Division 6.2. (Mode 1.)
12542-N	RSPA-00-7889	United States Enrichment Corporation (USEC), Bethesda, MD.	49 CFR 173.420(a)(2)(i)	To authorize the transportation in commerce of one model 48X cylinder, which deviated from the ANSI 14.1 standards, containing uranium hexafluoride, Class 7. (Modes 1, 2.)

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Joint Partnership Rail Grade Crossing Safety Project

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice and solicitation of proposals.

SUMMARY: This Notice announces the solicitation of proposals for the deployment of innovative rail transit grade crossing and safety technology through the Federal Transit Administration's (FTA) Joint Partnership Program (JPP). As the interest in and demand for efficient rail transit operating in a shared corridor environment increases, the challenge to provide safe, and cost-effective service will continue to grow. FTA seeks to evaluate and deploy innovative technologies that will enhance the safe operation of rail transit in mixed traffic situations. This deployment will contribute towards the widespread introduction and adoption of innovation to solve grade crossing and other critical safety challenges affecting rail transit operations.

DATES: Proposals (6 copies) must be received by November 6, 2000.

ADDRESSES: Proposals shall be submitted to Elaine Dezenski, Office of Research, Demonstration and Innovation, Federal Transit Administration, 400 Seventh Street, SW, Room 9401, Washington, DC 20590 and shall reference Joint Partnership Rail Grade Crossing Safety Project.

FOR FURTHER INFORMATION CONTACT: Elaine Dezenski, Joint Partnership Program Manager at (202) 493-2633.

SUPPLEMENTARY INFORMATION: Section 5314(a) of Title 49, U.S.C., provides resources for research, development, or

demonstration projects that will assist in the improvement of mass transportation service. FTA's National Planning and Research budget for fiscal year 2000 includes \$400,000 for the deployment of rail grade crossing and safety technology. Note: FTA anticipates that additional funding will be made available in FY 2001 and 2002 to continue the support of projects in this area. Therefore, it is anticipated that this solicitation could support a multi-year project.

There are significant safety challenges facing a growing number of rail transit providers, in particular, rail transit providers that operate or anticipate operating services in shared rail corridors with railroads, or in mixed vehicular and pedestrian traffic. Advancements in grade crossing and safety technology are an important part of addressing safety concerns that arise when mixed modes of transportation are operating in the same environment.

There are over 190 projects authorized for Section 5309 New Starts funding in TEA-21 that are undertaking the FTA New Starts planning and project development process. Many of the project sponsors have identified safety concerns in locations where there is a proposed rail grade crossing, a shared corridor grade crossing, mixed traffic rail operations, and pedestrian crossings. Project sponsors, together with suppliers of technology, are encouraged to participate in this solicitation to assess potential technological solutions to safety concerns early in the project development process. Under the JPP, authorized pursuant to 49, U.S.C., 5312(d), the Secretary may enter into grants, contracts, cooperative agreements and "other agreements" with competitively selected consortia to promote early deployment of innovation in mass transportation services, management, operational practices, or technology. Accordingly, FTA's JPP is seeking innovative partnerships with

eligible consortia to share in the costs, risks and rewards of deploying new rail grade crossing and safety technologies.

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I. Background

Since 1994, DOT has initiated a number of cross-modal efforts to improve grade crossing safety, including the development of ITS technologies at highway-rail intersections, and the demonstration of new signs, signals, and train control systems. In addition, FTA has also implemented grade crossing safety activities that support the goals and objectives identified in the FTA Research & Technology 5-Year Plan (October 1999). For further information on the Plan, see section II (b) below or www.fta.dot.gov/research. For additional information on FTA grade crossing projects, see Transit Cooperative Research Report no.17, Integration of Light Rail Transit into City Streets, 1996, and the National Cooperative Highway Research Programs Synthesis 271, Traffic Signal Operations Near Highway-Rail Grade Crossings, 1999 available from Transportation Research Board's web site www.national-academies.org/trb/bookstore.

Operating light rail and commuter rail transit presents unique safety challenges at highway and pedestrian intersections. One of the major challenges facing rail transit operators is to effectively address the problem of operating trains at grade, across intersections, where they may conflict with motor vehicles and pedestrians. Rail transit systems across the United States have experienced grade crossing accidents. While there is no universal solution to the problem, transit operators across the nation are either conducting or evaluating various means to effectively provide additional