

organizational chart and resume for each proposed staff member?

#### Special Award Selection Factors

While not a requirement, applicants are strongly urged to seek funds from other Federal, State, local and private sources to augment those available under this announcement. For those applications that are evaluated as meritorious for consideration of award, preference may be given to those that have proposed cost-sharing strategies and/or have other proposed funding sources in addition to those in this announcement.

#### Terms and Conditions of Award

1. Prior to award, each grantee must comply with the certification requirements of 49 CFR Part 20, Department of Transportation New Restrictions on Lobbying, and 49 CFR Part 29, Department of Transportation Government-wide Debarment and Suspension (Non-procurement) and Government-wide Requirements for Drug Free Workplace (Grants).

#### 2. Reporting Requirements and Deliverables:

a. Quarterly Progress Reports should include a summary of the previous quarter's activities and accomplishments, as well as the proposed activities for the upcoming quarter. Any decisions and actions required in the upcoming quarter should be included in the report. The grantee shall supply the progress report to the Contracting Officer's Technical Representative (COTR) every ninety (90) days, following date of award.

b. Program Implementation and Evaluation Review. The grantee shall submit a revised program Implementation and Evaluation Plan no more than 12 months after award of the cooperative agreement, or as soon as the Safe Communities program has completed the problem identification activity, has determined what traffic safety problem or problems will be addressed, and determined what program or programs will be implemented to reduce the traffic-related injuries. The NHTSA COTR will review and comment on this revised plan. The plan should describe the problem identification effort (data sources used, how analyzed, and the results including costs of traffic injuries to the community), how the community's traffic injury problems and proposed solutions were determined, how input was obtained from citizens, and how the program will be evaluated. This final Evaluation Plan should describe how the effectiveness of the Safe Communities program will be

determined and how the process issues involved in establishing and implementing a Safe Communities program will be determined.

c. Draft Final Report and Draft Process Manual. The grantee shall prepare a Draft Final Report that includes a description of the community (including the traffic safety problem and data sources to support the problem), partners, intervention strategies, program implementation, evaluation methodology and findings from the program evaluation. The grantee shall also prepare a Draft Process Manual describing what happened in the community in establishing a Safe Communities approach to traffic injury. In terms of technology transfer, it is important to know what worked and did not work, under what circumstances, and what can be done to avoid potential problems in implementing community programs. This Process Manual shall contain the "lessons learned" in establishing a safe community. The grantee shall submit the Draft Final Report and Draft Process Manual to the COTR 90 days prior to the end of the performance period. The COTR will review each draft document and provide comments to the grantee within 30 days of receipt of the documents.

d. Final Report and Process Manual. The grantee shall revise the Draft Final Report and Draft Process Manual to reflect the COTR's comments. The revised documents shall be delivered to the COTR on or before the end of the performance period. The grantee shall supply the COTR one camera-ready copy, one computer disk copy in WordPerfect format, and four additional hard copies of each revised document.

3. Meetings and Briefings. The grantee shall plan for at least one meeting per year in Washington, D.C. with the NHTSA COTR and other interested parties, as well as an interim briefing approximately midway through the Project Period, and a final briefing at the end of the project period. In addition, a presentation at one or more national meetings (e.g., APHA, Lifesavers \* \* \*) should be considered as part of the Dissemination Plan.

4. During the effective performance period of cooperative agreements awarded as a result of this announcement, the agreement, as applicable to the grantee, shall be subject to the National Highway Traffic Safety Administration's General Provisions for Assistance Agreements.

Issued on March 29, 1996.

James Hedlund,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 96-8312 Filed 4-3-96; 8:45 am]

BILLING CODE 4910-59-M

#### Surface Transportation Board <sup>1</sup>

[STB Finance Docket No. 32883]

#### Chester Valley Railway, Inc.— Acquisition and Operation Exemption—Consolidated Rail Corporation

Chester Valley Railway, Inc. (CVR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire and operate 2.14 route miles of rail line from Consolidated Rail Corporation known as the Bridgeport Industrial Track, between the connection with the Consolidated Rail Corporation at approximately milepost 0.0 to milepost 2.14 at Henderson Road. This 2.14 mile rail line is located entirely within Bridgeport, Montgomery County, PA.

The parties expect to consummate the proposed transaction on March 31, 1996.

This proceeding is related to *John C. Nolan—Continuance in Control Exemption—Chester Valley Railway, Inc.*, STB Finance Docket No. 32884, wherein John C. Nolan has concurrently filed a verified notice to continue to control CVR, upon its becoming a Class III rail carrier.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32883, must be filed with the Office of the Secretary, Surface Transportation Board, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on John K. Fiorilla, Esq., Watson, Stevens, Fiorilla & Rutter, 290 George Street, P.O. Box 1185, New Brunswick, NJ 08903.

Decided: March 29, 1996.

<sup>1</sup> 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. 10901.

By the Board, David M. Konschnik,  
Director, Office of Proceedings.  
Vernon A. Williams,  
*Secretary.*  
[FR Doc. 96-8291 Filed 4-3-96; 8:45 am]  
BILLING CODE 4915-00-P

## Surface Transportation Board<sup>1</sup>

[STB Finance Docket No. 32884]

### John C. Nolan—Continuance in Control Exemption—Chester Valley Railway, Inc.

John C. Nolan (Nolan), a noncarrier, has filed a notice of exemption to acquire control of the Chester Valley Railway, Inc. (CVR) through ownership of 100% of its stock, upon CVR's becoming a Class III rail carrier.

This proceeding is related to *Chester Valley Railway, Inc.—Acquisition and*

*Operation Exemption—Consolidated Rail Corporation*, STB Finance Docket No. 32883, wherein CVR seeks to acquire and operate certain rail lines from the Consolidated Rail Corporation.

Nolan controls, through stock ownership, three existing Class III rail carriers all of which are operating in Pennsylvania: Lancaster Northern Railway; Bristol Industrial Terminal Railway; and East Penn Railway.

Nolan states that: (i) The railroads will not connect with each other or any railroad in their corporate family; (ii) the acquisition of control is not part of a series of anticipated transactions that would connect the four railroads with each other or any railroad in their corporate family; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and

11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the notice 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. 32884, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: John K. Fiorilla, Esq., Watson, Stevens, Fiorilla & Rutter, 390 George Street, P.O. Box 1185, New Brunswick, NJ 08903.

Decided: March 29, 1996.

By the Board, David M. Konschnik,  
Director, Office of Proceedings.  
Vernon A. Williams,  
*Secretary.*

[FR Doc. 96-8292 Filed 4-3-96; 8:45 am]

BILLING CODE 4915-00-P

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission 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. 11323.