

Alternative 2: Transportation System Management (TSM)

This alternative includes increased Frequency of Existing Service. Under this option revenue service on Phases I and II would be increased to a level consistent with that proposed for Phase III operation. Headways for both Phases would be decreased and connections between Phases I and II would be made via transfer to and from the Red Line at Downtown Crossing Station (to access the waterfront and Logan Airport) or South Station (to access destinations along Washington Street). For the purpose of the FTA's Section 5309 New Starts evaluation process, this TSM alternative serves as the baseline for quantifying the transportation benefits of the build alternatives.

Alternatives 3 Through 5

The MBTA has developed a set of portal location and portal route alignment alternatives that respond both to the concerns of various stakeholders within the project area and to engineering and operational criteria. Each of these alternatives has in common the core tunnel segment from South Station to the turnaround loop at Charles Street that follows an alignment on Essex and Boylston Streets. This core tunnel segment configuration provides the option of the following alternative alignments to a portal.

Alternative 3: Tremont Street/NEMC Portal

This Alternative consists of a tunnel extending from the core tunnel segment on a Tremont Street alignment to a portal located between the New England Medical Center (NEMC) garage and the Doubletree Hotel (the NEMC Portal) with a ramp providing access to Washington Street.

Alternative 4: Charles Street/NEMC Portal

This Alternative consists of a tunnel extending south from the core tunnel segment along a Charles Street alignment, and turning east crossing under Elliot Norton Park and Tremont Street to the NEMC Portal and ramp to Washington Street.

Alternative 5: Charles Street/Elliot Norton Park Portal

This Alternative consists of a tunnel extending south from the core tunnel segment along a Charles Street alignment to a portal located within Elliot Norton Park, with a ramp to Tremont Street.

Other Alternatives

The Silver Line Phase III project will serve the Washington Street corridor as far as Dudley Station, and will also provide parallel service to the Back Bay, providing a connection from both areas to the South Boston waterfront and Logan Airport. Throughout the development of the project, individuals and stakeholders have raised the concept of shifting the portal to a location closer to the Back Bay, making this connection more direct. Under such an alignment, the MBTA would still connect to Phase I service in Washington Street, but via a portal in the Columbus Avenue area, as opposed to a portal on Washington Street. The FTA and MBTA are interested in receiving public comment on the viability and feasibility of such an alternative, and whether it would be appropriate for detailed impact analysis in the SEIS.

III. Public Involvement

A comprehensive public involvement program has been developed. The program includes: Outreach to local officials and community and civic groups, a public hearing to identify issues of concern among all interested parties, and development of a project Web site www.allaboutsilverline.com.

IV. Probable Effects and Potential Impacts for Analysis

The FTA and MBTA will evaluate environmental, social, and economic impacts of alternatives analyzed in the SEIS. The likely impact areas to be addressed include: Noise and vibration; land use; visual/aesthetic values; cultural and historical resources; water quality, natural resources, air quality; traffic and parking; hazardous materials; utilities; energy use and conservation; public safety and security; and community impacts. The SEIS will evaluate environmental justice issues as well as secondary, cumulative, and construction-related impacts. The need for right-of-way acquisitions and relocations will also be evaluated. Measures to avoid, minimize, and mitigate adverse impacts will be developed and evaluated.

V. FTA Procedures

In accordance with FTA policy, all Federal laws, regulations, and executive orders affecting project development, including but not limited to the regulations of the Council on Environmental Quality and FTA's regulations implementing NEPA (40 CFR parts 1500–1508, and 23 CFR part

771) will be addressed to the maximum extent practicable during the NEPA process. In addition, the MBTA seeks 5309 New Starts funding for the project and will therefore be subject all the requirements contained in the FTA New Starts regulation (49 CFR part 611).

Issued on: June 21, 2004.

Richard H. Doyle,

Regional Administrator.

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DEPARTMENT OF TRANSPORTATION**Research and Special Programs Administration****Office of Hazardous Materials Safety; Notice of Application for Exemptions**

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applications for exemption.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Material Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the application 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 by on or before July 28, 2004.

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 exemption 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 June 23, 2004.

R. Ryan Posten,

Exemptions Program Officer, Office of Hazardous Materials Safety Exemptions & Approvals.

NEW EXEMPTIONS FOR JUNE 2004

Application No.	Docket No.	Application	Regulation(s) affected	Nature of exemption thereof
13580-N	Carleton Technologies Inc., Orchard Park, NY.	49 CFR 178.65	To authorize the manufacture, marking, sale and use of non-DOT specification pressure vessels for use in transporting certain compressed gases. (Modes 1, 2, 4.)
13581-N	Bengal Products Inc., Baton Rouge, LA.	49 CFR 173.306(a)(3)	To authorize the transportation in commerce of certain aerosols in packagings manufactured under DOT-E 12573 as consumer commodity ORM-D. (Modes 1, 2, 3, 4.)
13582-N	Linde Gas LLC (Linde), Independence, OH.	49 CFR 173.301(j)	To authorize the transportation in commerce of certain cylinders manufactured to a foreign specification for use in transporting certain Zone A toxics. (Modes 1, 3.)
13583-N	Structural Composites Industries (SCI), Pomona, CA.	49 CFR 178.35	To authorize the manufacture, marking, sale and use of non-DOT specification DOT-CFFC standard cylinders for use in transporting certain compressed gases.
13584-N	Degussa Corporation, Parsippany, NJ.	49 CFR 177.848	To authorize the transportation in commerce of certain hazardous materials to be transported together in the same transport vehicle. (Mode 1.)
1385-N	Texaco Ovonic Hydrogen Systems, L.L.C., Rochester Hills, MI.	49 CFR 173.301(a)(1)	To authorize the transportation in commerce of non-DOT specification cylinders for use in transporting hydrogen in a metal hydride storage system. (Mode 1.)

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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 exemption.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Material Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the

application 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. Request of 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 application for exemption to facilitate processing.

DATES: Comments must be received on or before July 13, 2004.

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 exemption 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 June 23, 2004.

R. Ryan Posten,

Exemptions Program Officer, Office of Hazardous Materials Exemptions & Approvals.