

Bacon, Nick  
Barnes, Jesse  
Cannon, Lawrence  
Chase, Michael  
Cloose, James  
Collins, Kurt  
Davis, John  
Doucette, Joshua  
Giffin, Richard  
Gifford, Delbert  
Guenther, Christopher  
Harrison, Troy  
Henson, Leon

Huffman, Charles  
Johnson, Daniel  
Jurgens, Merlyn  
Martinez, Michael  
Maxwell, Brian  
McHugh, Jeanne  
Montiel, Sr., Norbert  
Murray, Kevin  
Myron, James  
Newman, Gordon  
Parks, Sr., Benjamin  
Peters, Ronald  
Pitner, Edward

Pryor, Ronald  
Savely, Danny  
Schneider, Clifford  
Slingerland, Gerrit  
Smallwood, Jody  
Tharp, Dustin  
Warren, Lynn  
Watson, Larry  
Whitson, Christopher  
Wilbur, Richard  
Williams, Eddie

Five applicants do not have 3 years recent experience driving a CMV with the vision deficiency:

Camara, Mamadou  
Little, Edward  
Prentice, Nugent  
Raatz, Richard  
Randkin, David

The following 8 applicants do not qualify because they were charged with moving violation(s) in conjunction with CMV accident(s), which is a disqualifying offense under the exemption criteria:

Burke, Thomas  
Davis, Sr., Eric  
Margison, Samson  
Milner, Robert  
Mohr, James  
Peters, Nathaniel  
Potter, Douglas  
Robinson, Bill

The following 4 applicants had more than two CMV moving violations during a 3-year period or while the applications were pending. Each applicant is only allowed two moving citations:

Hahn, George  
McCone, Steve  
Menken, David  
Pasillas, Victor

The following 8 applicants' licenses were suspended during the 3-year period because of a moving violation. Applicants do not qualify for an exemption with a suspension during the 3-year period:

Cuddy, Randy  
Eyre, Duane  
Leffler, Terry  
Melssen, Jeffrey  
Phillips, Howard  
Rosales, Guillermo  
Shrewsbury, William  
Williams, Jack

One applicant, Mr. Roger Keef, had two serious commercial motor vehicle violations within the 3-year period. Each applicant is allowed a total of two moving citations, of which only one can be serious.

One applicant, Mr. Thomas Jefferson, does not have verifiable proof of

commercial driving experience during a 3-year period under normal highway operating conditions that would serve as an adequate predictor of future safety performance.

The following 9 applicants were involved in CMV accidents in which they contributed to the accident:

Benitez, Randy  
Johnson, James  
McFall, Norma  
Rawson, Merlyn  
Sanchez, Luis  
Thompson, John R.  
Turpaud, Robert  
Wilson, Calvin  
Yocum, Paul

One applicant, Mr. Limmie Sweet, does not hold a license which allows operation of a CMV over 10,000 pounds gross vehicle weight rating (GVWR) for all or part of the 3-year period.

One applicant, Mr. James Peterson, was denied for multiple reasons.

Finally, two applicants, James Baldwin, Sr. and Robert Holecek, were denied because their vision had not been stable within the three-year period.

Issued on: April 22, 2003.

**Pamela M. Pelcovits,**

*Acting Associate Administrator for Policy and Program Development.*

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**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Petitions for Waivers of Compliance

In accordance with Title 49 Code of Federal Regulations (CFR) section 211.41, and 49 U.S.C. 20103, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for waiver of compliance with certain requirements of the Federal railroad safety regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, and the nature of the relief being sought.

#### **Sacramento Regional Transit District FRA Waiver Petition No. FRA-2003- 14565**

Sacramento Regional Transit District (SRTD) located in Sacramento, California, seeks a permanent waiver of compliance from Title 49 of the CFR for operation of a light rail line at a "limited connection" with the Union Pacific Railroad Company (UP). *See Statement of Agency Policy Concerning Jurisdiction Over the Safety of Railroad Passenger Operations and Waivers Related to Shared Use of the Tracks of the General Railroad System by Light Rail and Conventional Equipment*, 65 FR 42529 (July 10, 2000); *see also Joint Statement of Agency Policy Concerning Shared Use of the Tracks of the General Railroad System by Conventional Railroads and Light Rail Transit Systems*, 65 FR 42626 (July 10, 2000).

In this regard, SRTD's "F" line is in a common corridor with the UP and there are nine (9) shared highway-rail grade crossings. Due to an extension of the "F" line, an additional nine (9) shared highway-rail grade crossings are anticipated. In addition, SRTD plans to construct a new 6.3 mile long light rail system also in a common corridor with the UP. SRTD anticipates there will be twelve (12) shared highway-rail grade crossings with UP on this new line. There has not been, nor is it anticipated that there will be, any shared use of track with the general system of railroad transportation on the aforementioned.

Based on the foregoing, SRTD seeks a permanent waiver of compliance from certain CFR parts of Title 49, specifically: part 229, Railroad Locomotive Safety Standards; and part 234, Grade Crossing Signal System Safety.

Since FRA has not yet completed its investigation of SRTD's petition, the agency takes no position at this time on the merits of SRTD's stated justifications. As part of FRA's review of the petition, the Federal Transit Administration will appoint a representative to advise FRA's Safety