

Petition Docket Number 2007-27413) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78). The Statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC, on March 23, 2007.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E7-5747 Filed 3-28-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA 1999-6439, Notice No. 18]

Adjustment of Nationwide Significant Risk Threshold

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Adjustment of the Nationwide Significant Risk Threshold.

SUMMARY: In accordance with 49 CFR part 222, appendix D, FRA is updating the Nationwide Significant Risk Threshold (NSRT). This action is needed to ensure that the public has the proper threshold of permissible risk for calculating quiet zones established in relationship to the NSRT. This is the first update to the NSRT since the final rule entitled "Use of Locomotive Horns at Highway-Rail Grade Crossings" was published on April 27, 2005 (70 FR 21844). This notice increases the Nationwide Significant Risk Threshold (NSRT) from 17,030 to 19,047.

DATES: The effective date is March 29, 2007.

FOR FURTHER INFORMATION CONTACT:

Ronald Ries, Office of Safety, RRS-25, Mail Stop 17, FRA, 1120 Vermont Ave., NW., Washington, DC 20590 (telephone 202-493-6299 or e-mail Ronald.Ries@dot.gov); or Ann Landis, Trial Attorney, Office of Chief Counsel, RCC-10, Mail Stop 10, FRA, 1120 Vermont Ave., NW., Washington, DC 20590 (telephone 202-493-6064 or e-mail Ann.Landis@dot.gov).

SUPPLEMENTARY INFORMATION

Background

The NSRT is simply an average of the risk indexes for all of the gated crossings nationwide where train horns are routinely sounded. When communities are determining whether a specific crossing corridor can qualify as a quiet zone pursuant to 49 CFR part 222, the NSRT is used for comparison to the Quiet Zone Risk Index calculated for that specific crossing corridor to determine if that crossing corridor's Quiet Zone Risk Index falls above or below the nationwide average. In 2005, when the final rule entitled "Use of Locomotive Horns at Highway-Rail Grade Crossings" was published, FRA calculated the NSRT to be 17,030 (an increase from 15,424 as published in the interim final rule (68 FR 70586, December 18, 2003)) (70 FR 21844, April 27, 2005). In the final rule, FRA indicated that the NSRT would be updated annually. This is the first update to the NSRT since the final rule was published on April 27, 2005.

New NSRT

Almost two years have passed since the NSRT was last updated. (70 FR 21844, April 27, 2005). Consequently, FRA has recalculated the threshold based on the formulas identified in 49 CFR part 222, appendix D. FRA used collision data from 2001–2005.

The total number of gated, non-whistle ban crossings was 38,577.

The total number of collisions at these crossings was 2,388.

$$\text{Fatality Rate} = \frac{\text{Fatalities}}{\text{Fatal Incidents}} = \frac{364}{314} = 1.1592$$

$$\text{Injury Rate} = \frac{\text{Injuries in Injury Only Incidents}}{\text{Injury Only Incidents}} = \frac{795}{601} = 1.3228$$

Applying the fatality rate and injury rate to the probable number of fatalities and casualties predicted to occur at each of the 38,577 crossings identified and the predicted cost of the associated injuries and fatalities, FRA calculates the NSRT to be 19,047.

Authority: 28 U.S.C. 2461, note; 49 U.S.C. 20103, 20107, 20153, 21301, 21304; 49 CFR 1.49; 49 CFR part 222, Appendix D.

Issued in Washington, DC, on March 20, 2007.

Grady C. Cothen Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2007-27411]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval

for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

Docket Number FRA-2007-27411

Applicants: Union Pacific Railroad Company, Mr. Thomas T. Ogee, Assistant Vice President, Engineering Design, 1400 Douglas Street, Mail Stop 0910, Omaha, Nebraska 68179.

The Union Pacific Railroad Company (UP) seeks approval of the proposed discontinuance of a traffic control system on the Pocatello Yard Runner Track and the removal of Absolute Signal H1E, at approximately milepost 211.8, on UP's Pocatello Subdivision, in East Pocatello, Idaho. The proposed changes consist of the discontinuance of the signal system and removal of signal H1E.

The reason given for the proposed changes is that the signal is no longer needed for train operations.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the addresses listed above.

All communications concerning this proceeding should be identified by the docket number (FRA-2007-27411) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by the FRA before final action is taken. Comments received after that date will be considered as far as practicable.

All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA wishes to inform all potential commenters that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC, on March 23, 2007.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E7-5745 Filed 3-28-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA-2006-24037]

Elderly Individuals and Individuals With Disabilities, Job Access and Reverse Commute, and New Freedom Programs: Final Circulars

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Availability of Final Circulars.

SUMMARY: The Federal Transit Administration (FTA) has placed in the docket and on its website final guidance in the form of circulars to assist grantees in implementing the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom Programs.

DATES: *Effective Date:* The effective date of these circulars is: May 1, 2007.

FOR FURTHER INFORMATION CONTACT: Henrika Buchanan-Smith or Bryna Helfer, Office of Program Management, Federal Transit Administration, 400 Seventh Street SW., Room 9114, Washington, DC, 20590, phone: 202-366-4020, fax: 202-366-7951, or e-mail, Henrika.Buchanan-Smith@dot.gov; Bryna.Helfer@dot.gov; or Bonnie Graves, Office of Chief Counsel, Federal Transit Administration, 400 Seventh Street SW., Room 9316, Washington, DC, 20590, phone: 202-366-4011, fax: 202-366-3809, or e-mail, Bonnie.Graves@dot.gov.

SUPPLEMENTARY INFORMATION:

Availability of Final Circulars

You may download the circulars from the Department's Docket Management System (<http://dms.dot.gov>) by entering docket number 24037 in the search field, and then clicking on "reverse order." The circulars are the most recently posted documents. You may also download an electronic copy of the

circulars from FTA's Web site, at www.fta.dot.gov. Paper copies of the circulars may be obtained by calling FTA's Administrative Services Help Desk, at 202-366-4865.

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I. Overview

This notice provides summaries of the Section 5310, JARC, and New Freedom program circulars, and addresses comments received in response to the September 6, 2006, **Federal Register** notice (71 FR 52610). These programs are affected by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59), signed into law on August 10, 2005.

The Section 5310 program provides funding, allocated by a formula, to States for capital projects to assist in meeting the transportation needs of older adults and persons with disabilities. The States administer this program. FTA is updating the existing Section 5310 circular, last revised in 1998, to reflect changes in the law.

The JARC program was authorized as a discretionary program under the Transportation Equity Act for the 21st Century (TEA-21, Pub. L. 105-178, June 9, 1998), changed to a formula program under SAFETEA-LU and codified at 49 U.S.C. 5316. The JARC program provides formula funding to States and designated recipients to support the development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The JARC program also supports reverse commute projects designed to transport residents of urbanized areas and other than urbanized areas to suburban employment opportunities. FTA is