

OPR 100	SW-1 built 1952	600 h.p.
OPR 801	SW-8 built 1953	800 h.p.
OPR 802	SW-8 built 1954	800 h.p.
OPR 803	SW-8 built 1954	800 h.p.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2007-28096) and may be submitted by any of the following methods:

Web site: <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 202-493-2251.

Mail: Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., W12-140, Washington, DC 20590.

Hand Delivery: 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

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://www.regulations.gov>.

Anyone is able to search the electronic form of any written communications and 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 19477-19478).

Issued in Washington, DC, on December 10, 2007.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E7-24190 Filed 12-12-07; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Safety Advisory 2007-04

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Notice of safety advisory; potential catastrophic failure of locomotive reservoir tanks.

SUMMARY: In April 2005, FRA issued Safety Advisory 2005-02 in order to provide information to interested parties on the potential catastrophic failure of locomotive main reservoir tanks manufactured by R&R Metal Fabricators, Incorporated, and installed on General Electric Transportation System (GETS) locomotives. FRA is issuing this document, Safety Advisory 2007-04, in order to provide updated information related to this issue.

FOR FURTHER INFORMATION CONTACT: George Scerbo, Railroad Safety Specialist, Motive Power and Equipment Division (RRS-14), FRA Office of Safety Assurance and Compliance, 1120 Vermont Avenue, NW., Washington, DC 20590, telephone: (202) 493-6249 or Michael Masci, Staff Attorney, FRA Office of Chief Counsel, 1120 Vermont Avenue, NW., Washington, DC 20590, telephone: (202) 493-6037.

SUPPLEMENTARY INFORMATION: In early 2005, GETS provided FRA information on the potential catastrophic failure of locomotive main reservoir tanks, manufactured by R&R Metal Fabricators, Incorporated, and installed on GETS locomotives. At that time, GETS reported that 5,826 suspect main reservoir tanks were manufactured between 1988 and 1995. Prior to the issuance of Safety Advisory 2005-02, four main reservoir tanks had failed catastrophically (ruptured) while in service. Since the issuance of Safety Advisory 2005-02, two additional reservoir tanks have failed and several others have been removed from service for various other reasons. GETS describes the ruptures as a rapid

splitting and deformation of the reservoir tank along the longitudinal seam. Catastrophic failure of the main reservoir tank can result in serious injury or worse to anyone in the vicinity of the tank at the time of failure.

In 2005, GETS produced a list of approximately twenty-seven hundred (2,700) locomotives that have likely been equipped with the suspect reservoirs. GETS noted that additional suspect reservoirs may have been mounted onto GETS locomotives through maintenance and repair. No other locomotive manufacturer has produced any locomotives equipped with the suspect main reservoir tanks, and any attempt to do so would require major modifications to the mounting system. All suspect reservoir tanks can be identified by a name plate which shows R&R attached to the skin of the tank.

On September 12, 2007, GETS notified FRA that its earlier instructions to inspect and measure the reservoir tanks and replace only those that fail to meet the criteria proved to be only partially effective in identifying the at risk tanks. To minimize the possibility of any additional reservoir tank failures, GETS has advised all known owners and users of the affected locomotives equipped with the involved R&R Metal Fabricators, Incorporated reservoir tanks to replace them by September 30, 2008, or sooner. Any owner or user of these reservoir tanks should contact GETS for replacement of the reservoir tanks at no cost.

Recommended Action: In recognition of the need to assure safety, FRA recommends that railroads operating and owning GETS locomotives inspect the main reservoir tanks of such locomotives in service and any main reservoir tanks in inventory to determine if they were manufactured by R&R Metal Fabricators, Incorporated, between 1988 and 1995. If any such locomotive reservoir tanks are found, the owner or operator of the locomotive should contact Mr. Len Baran, GETS Product Manager, at General Electric Transportation Systems, 2901 East Lake Road, Building 14-410, Erie, Pennsylvania 16531, or by e-mail at Len.Baran@trans.ge.com, or by telephone at (814) 875-2769.

FRA may modify this Safety Advisory 2007-04, issue additional safety advisories, or take other appropriate

action necessary to ensure the highest level of safety on the nations railroads.

Issued in Washington, DC, on December 7, 2007.

Jo Strang,

Associate Administrator for Safety.

[FR Doc. E7-24196 Filed 12-12-07; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Alternative Transportation in Parks and Public Lands Program

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Funding Availability: Alternative Transportation in Parks and Public Lands Program.

SUMMARY: This notice solicits proposals to compete for Fiscal Year (FY) 2008 funds through the Alternative Transportation in Parks and Public Lands program (ATPPL), administered by the Federal Transit Administration (FTA) in partnership with the Department of the Interior (DOI) and the U.S. Department of Agriculture's Forest Service. The purpose of the program is to enhance the protection of national parks and Federal lands, and increase the enjoyment of those visiting them. The program funds capital and planning expenses for alternative transportation systems such as buses and trams in federally-managed parks and public lands. Federal land management agencies and State, tribal and local governments, acting with the consent of a Federal land management agency, are eligible to apply. DOI, after consultation with and in cooperation with FTA, will determine the final selection and funding of projects.

DATES: Complete proposals must be received by the close of business on February 29, 2008.

ADDRESSES: Project proposals must be submitted to the FTA. Applicants are encouraged to submit proposals through the government-wide electronic grants Web site at <http://www.grants.gov>. Click on "Find Grant Opportunities," then on "Basic Search," and enter "D2008-ATPL-650-001" as the keyword. Submissions will also be accepted by e-mail, mail, or fax to: Scott Faulk, Office of Program Management, Federal Transit Administration, tel: 202-366-1660, fax: 202-366-7951, e-mail: Scott.Faulk@dot.gov, mail: 1200 New Jersey Ave., SE.; E44-417; Washington, DC 20590. The required project proposal template is available at grants.gov and

on the program Web site at <http://www.fta.dot.gov/atppl>.

FOR FURTHER INFORMATION CONTACT: Contact Scott Faulk, Office of Program Management, Federal Transit Administration, 202-366-1660, e-mail: Scott.Faulk@dot.gov.

Applicants may also contact the following ATPPL points of contact at the Federal land management agencies:

- *National Park Service:* Mark H Hartsoe, Mark_H_Hartsoe@nps.gov; tel: 202-513-7025, fax: 202-371-6675, mail: 1849 C Street, NW., (MS2420); Washington, DC 20240-0001.
- *Fish and Wildlife Service:* Nathan Caldwell, nathan_caldwell@fws.gov; tel: 703-358-2205, fax: 703-358-2517, mail: 4401 N. Fairfax Drive, Room 634; Arlington, VA 22203.
- *Forest Service:* Ellen LaFayette, elafayette@fs.fed.us, tel: 703-605-4509, cell: 703-472-2456, fax: 703-605-1542, mail: 1400 Independence Avenue, SW.; Washington, DC 20250-1101. FedEx: USDA Forest Service, Engineering Suite RPC 500, 1601 N. Kent Street, Arlington, VA 22209.
- *Bureau of Land Management:* Linda Force, linda_force@blm.gov, tel: 202-557-3567, fax: 202-452-5046, mail: 1849 C Street, NW.; Washington, DC 20240.

SUPPLEMENTARY INFORMATION:

Table of Contents

- I. General Program Information
- II. Guidelines for Preparing and Submitting Proposals
- III. Proposal Review, Selection, and Notification
- IV. Additional Program Information

I. General Program Information

A. Authority

Section 3021 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users of 2005 (SAFETEA-LU) established the Alternative Transportation in Parks and Public Lands (ATPPL) program (49 U.S.C. 5320). SAFETEA-LU authorized \$97 million in funding for the program for FY 2006 through FY 2009. SAFETEA-LU authorized \$25 million for FY 2008. Availability of funding is subject to congressional appropriations, which have not yet been finalized for FY 2008. No one project may receive more than 25 percent of available funds.

B. Background

Congestion in and around parks and public lands causes traffic delays and noise and air pollution that substantially detract from the visitor's experience and the protection of natural resources. In August 2001, the

Department of Transportation (DOT) and DOI published a comprehensive study of alternative transportation needs in national parks and related Federal lands. The study identified significant alternative transportation needs at sites managed by the National Park Service, the Bureau of Land Management, and the U.S. Fish and Wildlife Service. Additionally, a supplement to this report identified Forest Service sites that would benefit from such services.

Section 3021 of SAFETEA-LU (49 U.S.C. 5320) addresses these needs by establishing a new program to fund alternative transportation projects in national parks and other Federal lands. The goals of the program are to:

- Conserve natural, historical, and cultural resources;
- reduce congestion and pollution;
- improve visitor mobility and accessibility;
- enhance visitor experience; and
- ensure access to all, including persons with disabilities.

C. Eligible Applicants

Eligible applicants are:

- (1) Federal land management agencies, including the National Park Service, the Fish and Wildlife Service, the Bureau of Land Management, the Forest Service, and the Bureau of Reclamation; and
- (2) State, tribal and local governments with jurisdiction over land in the vicinity of an eligible area, acting with the consent of a Federal land management agency, alone or in partnership with a Federal land management agency or other governmental or non-governmental participant. If the applicant is a State, tribal, or local government, a letter from the affected unit(s) of the Federal land management agencies expressing support for the project should be submitted with the project proposal.

D. Eligible Expenses

SAFETEA-LU defines alternative transportation as "transportation by bus, rail, or any other publicly or privately owned conveyance that provides to the public general or special service on a regular basis, including sightseeing service. Such term also includes a non-motorized transportation system (including the provision of facilities for pedestrians, bicycles, and non-motorized watercraft)."

A qualified project is a planning or capital project in or in the vicinity of a federally-owned or managed park, refuge, or recreational area that is open to the general public and meets the goals of the program. Operating expenses are not eligible under the