

countermeasures would contribute as a potential solution.

The Department has identified a list of potential project types (below), for each crash category for consideration by applicants. Applications are not limited to these project types and innovative approaches are encouraged. However, projects should be consistent with the objectives of the Rural Safety Innovation Program.

#### 1. Roadway Departure Crashes

- Dynamic curve warning systems.
- Advanced road departure warning systems.
- Innovative safety infrastructure improvements (i.e., cable guard rail, rumble strips and stripes).

#### 2. Intersection and Pedestrian Crashes

- Intersection collision avoidance systems (i.e., sensors to provide oncoming traffic gap alerts, merge safety warnings, pedestrian and obstruction detection, variable safety signage).
- Innovative intersection treatments (i.e., roundabouts, continuous flow intersections).

#### 3. Speeding Related Crashes

- Variable speed limit systems (with or without automated speed enforcement).
- Coordinated speed management systems.

#### 4. Range of Crashes

- Roadway condition indicator/traveler information systems (i.e., ice detection/low friction, bridge deicing systems, poor visibility systems, road closure notification).
- Road side detection and warning systems.
- Work zone safety systems.
- Corridor safety applications.
- Innovative roadway safety data collection and analysis techniques.
- First Responder/Public Safety Services applications: Fire, Emergency Medical Services, Law Enforcement, HazMat, Towing, etc., that include vehicle tracking, automatic crash notification, telemedicine, and Wireless Enhanced 9–1–1 data transmission technologies.

#### B. Design and Implementation Outline

The Applicant should submit a brief statement outlining their potential Design and Implementation Plan. A detailed plan will only be required by those invited to submit a Proposal in Phase II.

#### C. Financial Plan

The Applicant should submit an initial plan that identifies potential

sources of financing including the private partner's role, if applicable. Applicants must identify all funding and match sources being proposed, including the Federal funding source under this program. More than one Federal funding source may be identified if applicable. Refer to section B. for links to potential Federal funding sources.

#### D. Management and Staffing Plan

Describe briefly which organizations will lead the project, and how responsibilities for task completion will be shared among proposed project partners. The Application should also include a proposed project time-line with estimated start and completion dates for major elements of the proposed Rural Safety Innovation Program Project.

ii. *Safety Benefits*—The Applicant should provide a brief description of the potential safety benefits based on the countermeasures proposed.

iii. *Evaluation of Rural Safety Innovation Program Projects*—The Department will also coordinate the evaluation of the effectiveness of projects. An independent evaluation team will be hired by the Department to develop an evaluation plan, and to conduct and coordinate evaluation efforts. Funding recipients will be required to collect specified before and after data and information as a condition of receiving funding, and to facilitate the Department's evaluation efforts. Depending on the number of projects selected, the Department may conduct evaluations of only a subset of projects.

#### F. Evaluation Criteria

The Department has identified evaluation criteria that will be used to select Applications to advance to the Phase II—Proposal stage.

##### Main Evaluation Criteria

- i. An active High Risk Rural Roads Program.
- ii. An active Highway Safety Program that complements the proposed project, including enforcement, education and emergency medical services.
- iii. Participation by the State Highway Safety Office.
- iv. Ability to provide appropriate non-Federal match to Federal funds requested.
- v. Ability to meet the criteria and requirements of the proposed Federal funding source. Refer to section B. for links to potential Federal funding sources.

- vi. Sufficient data and analysis procedures to identify problem areas and appropriate countermeasures.
- vii. Feasibility of proposal (risk level).

##### Additional Evaluation Criteria

- i. Counties with highest number of rural fatalities.
- ii. Demonstration of cost share with public and private sector partners to develop innovative and creative Rural Safety Innovation Program projects.
- iii. Ability to demonstrate a significant benefit/cost ratio that will assist the Department in promoting rural safety throughout the United States.
- iv. Relationship between percentage of rural roads owned and operated by local agencies and participation by these agencies.
- v. Road Safety Audits used in project development and solutions.
- vi. Use of market ready technologies (including ITS) and innovations for improving roadway safety.
- vii. Inclusion of outreach and education plan (for both provider/user agencies and the public).
- viii. Clarity and specificity of proposal.
- ix. Qualifications and experience.

Issued on: February 21, 2008.

**J. Richard Capka,**

*Federal Highway Administrator.*

[FR Doc. E8–3716 Filed 2–28–08; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**TIME AND DATE:** March 26, 2008, 11 a.m. to 2 p.m., Eastern Daylight Time.

**PLACE:** These meetings will take place telephonically. Any interested person may call Mr. Avelino Gutierrez at (505) 827–4565 to receive the toll free numbers and pass codes needed to participate in these meetings by telephone.

**STATUS:** Open to the public.

**MATTERS TO BE CONSIDERED:** The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

**FOR FURTHER INFORMATION CONTACT:** Mr. Avelino Gutierrez, Chair, Unified

Carrier Registration Board of Directors at (505) 827-4565.

Dated: February 25, 2008.

**William A. Quade,**

*Associate Administrator for Enforcement and Program Delivery.*

[FR Doc. 08-916 Filed 2-27-08; 12:26 pm]

**BILLING CODE 4910-EX-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2008-0009, Notice No. 1]

#### Establishment of an Emergency Relief Docket for Calendar Year 2008

**AGENCY:** Federal Railroad Administration (FRA), DOT.

**ACTION:** Notice of establishment of public docket.

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**SUMMARY:** On August 30, 2006, FRA published an Interim Final Rule (IFR) addressing the establishment of emergency relief dockets (ERD) and the procedures for handling petitions for emergency waivers of safety regulations. 71 FR 51517. The IFR provided that each year, FRA will establish an ERD for that year and publish a notice in the **Federal Register** identifying the docket number of the ERD for that year. This Notice announces the establishment of FRA's ERD for the current year (calendar year 2008). The designated ERD for calendar year 2008 is docket number FRA-2008-0009.

**ADDRESSES:** See **SUPPLEMENTARY INFORMATION** section for further information regarding submitting petitions and/or comments to Docket No. FRA-2008-0009.

**SUPPLEMENTARY INFORMATION:** On August 30, 2006, FRA published an IFR addressing the establishment of ERD and the procedures for handling petitions for emergency waivers of safety rules, regulations, or standards during an emergency situation or event. 71 FR 51517. As noted in the IFR, FRA's purpose for establishing the ERD and emergency waiver procedures is to provide an expedited process for FRA to address the needs of the public and the railroad industry during emergency situations or events. The IFR added § 211.45 to subpart C of 49 CFR part 211 (49 CFR 211.45). Section 211.45(b) provides that each calendar year FRA will establish an ERD in the publicly accessible DOT docket system and that FRA will publish a notice in the **Federal Register** identifying by docket number the ERD for that year. This Notice No. 1 announces that the designated ERD for calendar year 2008 is docket number FRA-2008-0009.

As detailed in the IFR, if the FRA Administrator determines that an emergency event as defined in 49 CFR 211.45(a) has occurred, or that an imminent threat of such an emergency occurring exists, and public safety would benefit from providing the railroad industry with operational relief, the emergency waiver procedures of 49 CFR 211.45 will go into effect. 70 FR

51518. In such an event, the FRA Administrator will issue a statement in the ERD indicating that the emergency waiver procedures are in effect and FRA will make every effort to post the statement on its Web site <http://www.fra.dot.gov/>. Any party desiring relief from FRA regulatory requirements as a result of the emergency situation should submit a petition for emergency waiver in accordance with 49 CFR 211.45(e) and (f). Specific instructions for filing petitions for emergency waivers in accordance with 49 CFR 211.45 are found at 49 CFR 211.45(f). Specific instructions for filing comments in response to petitions for emergency waivers are found at 49 CFR 211.45(h).

#### Privacy

Anyone is able to search 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 665, Number 7, Pages 19477-78). The statement may also be found at <http://www.dot.gov/privacy.html>.

Issued in Washington, DC, on February 25, 2008.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 08-889 Filed 2-28-08; 8:45 am]

**BILLING CODE 4910-06-M**