

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****[FHWA Docket No. FHWA–2019–0011]****Notice of Meeting**

**AGENCY:** Federal Highway Administration (FHWA), U.S. Department of Transportation.

**ACTION:** Notification of Tribal Government-to-Government Consultation

**SUMMARY:** The FHWA announces that it is holding Tribal consultation meetings in Washington, District of Columbia; San Diego, California; Tulsa, Oklahoma; and Anchorage, Alaska, to gather federally recognized Tribal governments' comments on the Tribal Technical Assistance Program (TTAP) pilot before securing long-term services for the program.

**DATES:** The Tribal Consultation meeting dates are as follows:

1. Thursday, June 20, 2019, 1:00 p.m. to 4:00 p.m. (CST), Oklahoma City, Oklahoma.
2. Tuesday, June 25, 2019, 8:30 a.m. to 11:30 a.m. (PST), Reno, Nevada.
3. Tuesday, July 9, 2019, 1:00 p.m. to 4:00 p.m. (AKST), Anchorage, Alaska.
4. Thursday July 11, 2019, 1:00 p.m. to 4:00 p.m. (CST), Bloomington, Minnesota.

**ADDRESSES:**

1. The Tribal Consultation meeting in Oklahoma City, Oklahoma, will be held at the Association of Central Oklahoma Governments, 4205 N Lincoln Blvd., Oklahoma City, OK 73105.
2. The Tribal Consultation meeting in Reno, Nevada, will be held at the Hyatt Place Reno-Tahoe Airport, 1790 East Plumb Lane, Reno, NV 89502.
3. The Tribal Consultation meeting in Anchorage, Alaska, will be held at the Department of Transportation, Federal Aviation Administration, 222 W 7th Avenue, Anchorage, AK 99513.
4. The Tribal Consultation meeting in Bloomington, Minnesota, will be held at the U.S. Fish & Wildlife Service, 5600 American Boulevard West, Bloomington, MN 55437–1458.

The FHWA welcomes the opportunity to engage in consultation on the TTAP pilot. In addition to the consultation sessions listed above, you may submit written comments by July 19, 2019. All comments must be identified by agency and docket number and sent by one of the following methods:

- **Fax:** 1–202–493–2251.
- **Mail:** Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room

W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

- **Federal Rulemaking Portal:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- **Hand Delivery or Courier:** U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:**

Victoria Peters, Office of Innovative Program Delivery, Federal Highway Administration, [Victoria.Peters@dot.gov](mailto:Victoria.Peters@dot.gov), or (720) 963–3522.

**SUPPLEMENTARY INFORMATION:****Background**

The TTAP's objective, as described in the legislation that authorizes the program, is to provide training and technical assistance to Tribal governments so they can develop and expand their ability to build, maintain, and operate the highway transportation networks that serve them. This includes professional capacity building in core functional areas such as pavements, bridges, concrete structures, intermodal connections, safety management systems, intelligent transportation systems, incident response, operations, and traffic safety countermeasures. It also includes providing Tribal governments the opportunity to explore and implement new technologies and practices.

To accomplish this objective, TTAP provides a comprehensive portfolio of training that is in-person and on-demand/virtual from multiple sources, on-call technical assistance, website resources, newsletters, peer resources, and access to innovative practices and technologies.

The TTAP is currently in the evaluation phase of a delivery model that: (1) Consolidates the administrative function; (2) focuses the training on the core functions needed to build, maintain, and operate a highway transportation network; (3) expands the availability and geographic equity of the types of training and technical assistance the TTAP offers; (4) diversifies the training options to augment in-person training and technical assistance with on-line/on-demand training and ready access to subject matter experts to shorten problem resolution response times; and, (5) increases the frequency and range of technology and practice innovations that are introduced to and promoted with the Tribes. The FHWA is interested in Tribal input on these improvements to TTAP.

*Tribal Consultation Meetings*

The purpose of these Tribal consultations is to assist FHWA with gathering information on the services provided by the 2018–2019 pilot program to guide FHWA's evaluation process before securing a long-term contract for the program. The FHWA requests that the comments focus on the subject matter, quality, quantity and availability of the training and technical assistance provided to the Tribes under the 2018–2019 pilot program and general issues as they pertain to TTAP.

The FHWA will consider all oral and written comments received during the consultation meetings as part of its decision-making process. The FHWA officials may ask questions to seek clarity or further explanation of the comments. The FHWA requests that commenters do not raise issues pertaining to other programs. Tribal representatives are encouraged to provide a written copy of their comments at the meeting or using the methods described above by July 5, 2019. The FHWA will accept written material that the presenter wishes to provide that further supplements his or her testimony. Electronic or digitized copies are encouraged.

The FHWA will adjourn a Tribal consultation meeting early if all attendees intending to speak have delivered their comments. The FHWA will summarize in a letter to Tribal governments the comments received and indicate how Tribal input was considered in the final action. The letter will constitute formal follow-up notification and will be entered as the date Tribal consultation ended.

*Respondents*

The Consultation Sessions will prioritize the Government-to-Government discussion and will provide elected or appointed leaders of Tribal governments or their designated representatives first opportunity to comment. Other representatives of Tribal governments, Tribal organizations, and members of the public may offer comment after official Tribal representatives.

*Information on Service for Individuals With Disabilities*

For information on facilities or services for individuals with disabilities or to request special assistance at the Tribal consultation meeting, contact Victoria Peters at the telephone number or email address indicated under the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Issued on: May 13, 2019.  
**Brandye L. Hendrickson,**  
*Deputy Administrator.*  
[FR Doc. 2019–10309 Filed 5–16–19; 8:45 am]  
**BILLING CODE 4910–22–P**

**DEPARTMENT OF TRANSPORTATION**  
**Federal Railroad Administration**  
[Docket No. FRA–1999–6439, Notice No. 26]

**Adjustment of Nationwide Significant Risk Threshold**

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).  
**ACTION:** Notice of adjustment of Nationwide Significant Risk Threshold.

**SUMMARY:** FRA is updating the Nationwide Significant Risk Threshold (NSRT) for purposes of FRA’s regulation on the Use of Locomotive Horns at Public Highway-Rail Grade Crossings. This action is needed to ensure the public has the proper permissible risk threshold to evaluate risk resulting from prohibiting routine locomotive horn

sounding at highway-rail grade crossings located in quiet zones. This is the eighth update to the NSRT and it is decreasing from 14,723 to 13,811.  
**DATES:** The applicable date of this notice is May 17, 2019.

**FOR FURTHER INFORMATION CONTACT:** Mr. Larry Woolverton, Office of Railroad Safety, FRA, 1200 New Jersey Avenue SE, Washington, DC 20590, (202) 493–6212, *Larry.Woolverton@dot.gov*; or Ms. Kathryn Gresham, Office of Chief Counsel, FRA, 1200 New Jersey Avenue SE, Washington, DC 20590, (202) 493–6063, *Kathryn.Gresham@dot.gov*.

**SUPPLEMENTARY INFORMATION:**  
**Background**

The NSRT is an average of the risk indexes for gated public crossings nationwide where train horns are routinely sounded. FRA developed this risk index to serve as one threshold of permissible risk for quiet zones established across the nation under 49 CFR part 222, Use of Locomotive Horns at Public Highway-Rail Grade Crossings. Thus, a community trying to establish and/or maintain its quiet zone, under 49 CFR part 222, can compare the Quiet

Zone Risk Index calculated for its specific crossing corridor to the NSRT to determine whether sufficient measures have been taken to compensate for the excess risk that results from prohibiting routine sounding of the locomotive horn. In the alternative, a community can establish its quiet zone in comparison to the Risk Index With Horns, which is defined in 49 CFR 222.9 as a measure of risk to the motoring public when locomotive horns are routinely sounded at every public highway-rail grade crossing within a quiet zone.

FRA has periodically updated the NSRT since 2006. FRA last updated the NSRT in 2017 to be 14,723. 82 FR 19138, Apr. 25, 2017.

**New NSRT**

Using collision data over a 5-year period from 2013 to 2017, FRA has recalculated the NSRT based on formulas identified in 49 CFR part 222, appendix D. In making this recalculation, FRA noted the total number of gated crossings nationwide where train horns are routinely sounded was 47,289.

	Fatalities	289	
Fatality Rate =	Fatal Incidents	235	= 1.2298.
	Injuries in Injury-Only Incidents	1,035	
Injury Rate =	Injury-Only Incidents	673	= 1.5379.

Applying the fatality rate and injury rate to the probable number of fatalities and injuries predicted to occur at each of the 47,289 identified crossings, and the predicted cost of the associated injuries and fatalities, FRA calculates

the NSRT is 13,811. Accordingly, this updated NSRT value will serve as one threshold of permissible risk for quiet

zones established across the nation pursuant to 49 CFR part 222.

**John Karl Alexy,**  
*Acting Associate Administrator for Railroad Safety and Chief Safety Officer.*  
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