

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Intent To Rule on Application (#98-02-C-00-ASE) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at the Aspen/Pitkin County Airport, Submitted by the County of Pitkin, Aspen/Pitkin County Airport, Aspen, CO**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Intent to Rule on Application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at the Aspen/Pitkin County Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before April 9, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Alan E. Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 East 68th Avenue, Suite 224; Denver, Colorado 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Scott E. Smith, Airport Manager, at the following address: 0233 East Airport Road, Suite A, Aspen, CO 81611.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to the Aspen/Pitkin County Airport, under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Christopher J. Schaffer, (303) 342-1258 Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 East 68th Avenue, Suite 224; Denver, Colorado 80249-6361. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application (#98-02-C-00-ASE) to impose and use PFC revenue at the Aspen/Pitkin County Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On March 2, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the County of Pitkin, Aspen/Pitkin County Airport, Aspen, Colorado, was substantially complete within the requirements of § 158.25 of

part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 30, 1998.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* April 1, 1998.

*Proposed charge expiration date:* January 31, 2000.

*Total requested for use approval:* \$1,020,000.

*Brief description of proposed project:* Rehabilitate Air Carrier Apron.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: All air taxi/commercial operators filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Aspen/Pitkin County Airport.

Issued in Renton, Washington on March 2, 1998.

**David A. Field,**

*Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.*

[FR Doc. 98-6115 Filed 3-9-98; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration**

[FHWA Docket No. 98-3555]

**Notice of Request for Extension of Currently Approved Information Collection; Voucher for Federal-aid Reimbursements**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the requirement in section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the FHWA to request the Office of Management and Budget (OMB) to renew the information collection that measures the manner and extent to which the FHWA collects Federal-aid

highway project financial information from the States.

**DATES:** Comments must be submitted on or before May 11, 1998.

**ADDRESSES:** All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope. Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FHWA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB renewal of this information collection.

**FOR FURTHER INFORMATION CONTACT:** Mr. John Crouse, Office of Budget and Finance, Federal Highway Administration, U.S. Department of Transportation, HFS-1, Room 4314, 400 7th St., S.W. Washington, DC 20590-0001, telephone (202) 366-2826. Office hours are from 7:45 a.m. to 4:15 p.m., E.T., Monday thru Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

*Title:* Voucher for Federal-Aid Reimbursements.

*OMB Number:* 2125-0507.

**Background**

The forms FHWA PR-20, Voucher for Work Performed Under Provisions of the Federal-Aid and Federal Highway Acts, as amended, and FHWA 1447, Final Voucher for Payment under 23 U.S.C. 117 are used to collect Federal-aid project financial data relative to the expenditure of State funds. The FHWA's Federal-aid Highway Program is a reimbursable program which requires the expenditure of State funds and the reimbursement of same.

*Respondents:* State Departments of Transportation/State Highway Agencies.

*Average Burden per Response:* The average burden is 1 hour per response.

*Estimated Total Annual Burden:* The estimated total annual burden is 15,012 hours

*Frequency:* The States' use of the subject FHWA forms depends upon how frequently the States seek reimbursement from the FHWA. The frequency could range from daily to monthly. The subject forms are used to support State claims for reimbursement.

**Authority:** 23 U.S.C. 117 and 121.

Issued on : March 2, 1998.

**George Moore,**

*Associate Administrator for Administration.*

[FR Doc. 98-6113 Filed 3-9-98; 8:45 am]

BILLING CODE 4910-22-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[DOT Docket No. FHWA-98-3402]

#### Notice of Request for Clearance of a New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the requirements in section 3506 (c) (2) (A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the FHWA to request the Office of Management and Budget (OMB) to approve a new information collection to assess the utilization of truck stop fitness facilities by those truck drivers who participate in the study. This research will also address a number of other areas of interest which generally pertain to the drivers' experience with the new truck stop fitness facilities as well as personal health/fitness issues. Exercise can help combat fatigue, improve alertness and reduce stress. Aerobic exercise has also been shown to improve the quality of sleep and thus, the driver will be more rested and alert for the next day of driving. However, truck driving, particularly long haul truck driving, is sedentary in nature and provides few opportunities for exercise. The Truck Stop Fitness Facilities Utilization Study represents an innovative, holistic approach to improve highway safety.

**DATES:** Comments must be submitted on or before May 11, 1998.

**ADDRESSES:** All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All

comments received will be available for examination at the above address between 10 a.m. to 5p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

For Internet users, all comments received will be available for examination at the universal source location: <http://dms.dot.gov>. Please follow the instructions on-line for additional information and guidance.

Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FHWA; (2) the accuracy of the estimated burden, (3) ways to enhance the quality, utility, and clarity of the collected information, and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB clearance of this information collection.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jerry L. Robin, Transportation Specialist, Research Division, Office of Motor Carrier Research and Standards, Office of Motor Carriers, 202-366-2986, Federal Highway Administration, 400 Seventh Street SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

*Title:* Truck Stop Fitness Facilities Utilization Study.

**OMB Number**

**Background**

Conference Report 104-286 to accompany H.R. 2002 to the Department of Transportation Appropriations Bill (Public Law 104-50) directed the FHWA to contract, during FY 1996, with the American Trucking Associations' Foundations', Transportation Research Institute (TRI) to perform applied research to address a number of highway safety issues, such as: driver fatigue and alertness, the application of emerging technologies to ensure safety, productivity and regulatory compliance; and commercial driver licensing, training and education. The amount allocated was to be not less than \$4 million. The Truck Stop Fitness Facility Utilization Study is one of about 15 research, regulatory, and outreach projects under the congressionally mandated cooperative agreement with the TRI.

The study will involve about 500 volunteer male and female, tractor-trailer drivers from a number of trucking companies and owner-operators who use the I-40 corridor on a regular basis. All subjects will be screened for potential health problems that would preclude them from participating in an exercise program. Accepted volunteers will receive a discounted, one-year membership in Rolling Strong Gyms for participating in the Study. Rolling Strong Co. (Richardson, TX) is providing the truck stop fitness facilities. The truck stop fitness facilities to be used in the study are located at North Little Rock, AR, Oklahoma City, OK, and Knoxville, TN (planned opening is March, 1998).

Truck stop fitness utilization information will be collected via an automated telephone interview at the driver's 6 and 11 month marks in the research project. The call will be toll-free for the drivers to respond to the survey. A standardized questionnaire will ask the drivers a number of questions pertaining to their frequency and duration of use of the truck stop fitness facilities. Additional topic areas to be explored include: what type of exercise equipment the truck drivers prefer (aerobic or weight-resistance equipment), whether the drivers generally feel better since beginning an exercise program, have they made any other lifestyle changes, do they feel more alert/less stressed when driving, are they getting other drivers to start an exercise program, and how can truck stop fitness facilities be improved to better meet the needs of the truck driver and the trucking industry.

The results of the information collections will be documented in a report for dissemination to the trucking and truck stop industries as well as other interested organizations and agencies including the Department of Labor, Department of Health and Human Services (Center for Disease Control) and the Occupational Safety and Health Administration. Note: Rolling Strong Co. is a private corporation. The government does not endorse Rolling Strong Co. and did not fund the design or construction of their fitness facilities. The FHWA is only evaluating the concept of truck stop fitness.

*Respondents:* Approximately 500 tractor-trailer drivers.

*Average Burden per Response:* 30 minutes to listen and respond to a survey questionnaire by telephone. There will be two such surveys per participant during the year duration of the study.