

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.

Estimated Total Annual Burden: 500 hours.

Frequency: This is a one-time collection.

Authority: 23 U.S.C. 307 and 49 CFR 1.48. Issued on: March 2, 1998.

George Moore,

Associate Administrator for Administration.

[FR Doc. 98-6114 Filed 3-9-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. MC-89-10; FHWA-97-2175]

Inspection, Repair, and Maintenance; Periodic Inspection of Commercial Motor Vehicles

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Correction to notice on State periodic inspection programs; closing of public docket.

SUMMARY: This document corrects a typographical error in the FHWA's February 19, 1998, notice adding the State of Ohio's periodic inspection (PI) program for church buses to the list of programs which are comparable to, or as effective as, the Federal PI requirements contained in the Federal Motor Carrier Safety Regulations (FMCSRs). The prior notice incorrectly referenced docket number FHWA-97-2195. The correct docket number for the State PI program is FHWA-97-2175. This notice would provide the correct docket number and officially close FHWA Docket No. MC-89-10, FHWA-97-2175.

DATES: This action is effective on March 10, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Larry W. Minor, Office of Motor Carrier Standards, HCS-10, (202) 366-4009; or Mr. Charles Medalen, Office of the Chief Counsel, HCC-20, (202) 366-1354, 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:

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the **Federal Register** Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the **Federal Register's** home page at: <http://www.nara.gov/nara/fedreg> and the

Government Printing Office's database at: http://www.access.gpo.gov/su_docs.

Background

On February 19, 1998 (63 FR 8516), the FHWA published a notice adding the State of Ohio's periodic inspection program for church buses to the list of programs which are comparable to, or as effective as, the Federal PI requirements contained in the FMCSRs. In addition, the FHWA indicated that the agency is closing FHWA Docket No. MC-89-10, FHWA-97-2195 because interested parties know how to contact the FHWA by means other than the formal docket system to request that an inspection program be added to the list.

The February 19, 1998, notice incorrectly referenced docket number 97-2195, a docket concerning a rulemaking initiated by the Department of Transportation, Office of the Secretary. The prior notice should have referenced FHWA Docket No. MC-89-10, FHWA-97-2175, a docket concerning State inspection programs. The purpose of this notice is to correct the previous error in referencing the State PI program docket.

Closing of FHWA Docket MC-89-10, FHWA-97-2175

This corrected notice officially closes FHWA Docket MC-89-10, FHWA-97-2175. The docket was opened on March 16, 1989, to solicit information and public comment on State inspection programs. Since the original list of State programs was published on December 8, 1989, information concerning additions to the list, including information about Canadian inspection programs, has been submitted directly to the Office of Motor Carriers by those jurisdictions. The agency believes interested parties know how to contact the FHWA by means other than the formal docket system and it is no longer necessary to keep the docket open.

Authority: 49 U.S.C. 31136, 31142, 31502, and 31504; and 49 CFR 1.48.

Issued on: March 2, 1998.

Edward V.A. Kussy,

Acting Chief Counsel, Federal Highway Administration.

[FR Doc. 98-6112 Filed 3-9-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 290 (Sub-No. 4)]

Railroad Cost Recovery Procedures—Productivity Adjustment Decision

Decided: March 4, 1998.

Decision

In our February 9, 1998 decision (*Decision*) in this proceeding, we proposed to adopt 1.096 (9.6% per year) as the measure of average growth in railroad productivity for the 1992-1996 (5-year) averaging period. Due to a changeover in our computer system, the figure for ton-miles of revenue freight used to calculate the 1996 output index was not exactly accurate. Applying the accurate revenue freight figure produces an output index for 1996 of 1.038, not 1.031 (*Decision* Table B), which results in a productivity change for 1996 of 1.137, not 1.129 (*Decision* Table B). As a result, we now propose to adopt 1.097 (9.7% per year) as the measure of average growth in railroad productivity for the 1992-1996 (5-year) averaging period.

The comment period is extended to March 16, 1998. Comments may be filed addressing any perceived data and computational errors in our calculation. Any party proposing a different estimate of productivity growth must, at the time it files comments, furnish the Board with detailed work papers and documentation underlying its calculations. The same information must be made available to other parties upon request.

It is ordered:

1. Comments are due by March 16, 1998.
2. An original and 15 copies must be filed with:
 - Office of the Secretary, Case Control Branch, Surface Transportation Board, Washington, D.C. 20423.
3. Comments must be served on all parties appearing on the current service list.
4. Unless a further order is issued postponing the effective date, the productivity adjustment will become effective March 31, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 98-6143 Filed 3-9-98; 8:45 am]

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