

FOR FURTHER INFORMATION CONTACT: Paul Scott on (202) 366-4104.

SUPPLEMENTARY INFORMATION:

Federal Highway Administration

Title: Developing and Recording Costs for Utility Adjustments.

OMB Number: 2125-0519.

Type of Request: Reinstatement, with change, of a previously approved collection for which approval has expired.

Affected Public: 3,000 U.S. Utilities Companies.

Form(s): N/A.

Abstract: Under the provisions of 23 U.S.C. 123, Federal-aid highway funds may be used to reimburse State highway agencies (SHAs) when they have paid for the cost of relocation of utility facilities necessitated by the construction of Federal-aid highway projects. This reimbursement is based on actual costs incurred by a utility company as a result of adjusting its facilities. Payment for "costs incurred" is a basic tenet of the Federal-aid program. This general principle is also established in 23 U.S.C. 121 when Federal-aid highway funds are being used to reimburse the State highway agencies for the cost of construction of Federal-aid highway projects. To implement these provisions of law, Federal Highway Administration (FHWA) regulations, 23 CFR 645, Subpart A, require that the utility be able to document its costs or expenses for adjusting its facilities. This record of costs then forms the basis for payment by the SHA to the utility company and in turn FHWA reimburses the SHA for its payments to the utility company. A utility company's cost accounting records establish a means of identifying the costs incurred in adjusting utility facilities. The SHA uses these records to verify the costs to base its payments on. The FHWA payment is based on the costs the State pays for. If the utility did not keep a record of its costs, then there would be no documentation of the expenses it would have incurred in adjusting its facilities. If this should occur, there would be no basis for Federal-aid highway fund participation in the costs and, under 23 U.S.C. 123, the FHWA would not be able to reimburse the State for utility adjustments. There are approximately 30,000 utility companies in the United States. In any one year, it is estimated that about 10 percent, or 3,000, of these utilities will be involved with reimbursable utility adjustments on Federal-aid projects. It is further estimated that each of these 3,000 utilities will have about 3 adjustments

of its facilities per year on Federal-aid projects. The net impact is approximately 9,000 reimbursable utility adjustments. For a typical adjustment, about 20 hours of staff time (16 hours professional staff; 4 hours secretarial staff) are expended to establish and maintain the record of costs.

Estimated Annual Burden: 180,000 hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention FHWA Desk Officer.

Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Departments estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on August 20, 1997.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-22741 Filed 8-26-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Task Force on Assistance to Families in Aviation Disasters Open Meeting

AGENCY: Office of the Secretary, (DOT).

ACTION: Notice of Meeting.

SUMMARY: The Task Force on Assistance to Families in Aviation Disasters will hold a meeting to discuss assistance to families of passengers involved in aviation accidents. The meeting is open to the public.

DATES: The meeting will be held on Thursday, September 18, 1997, from 9:00 a.m. to 5:00 p.m. and on Friday, September 19, 1997, from 8:30 a.m. to 5:00 p.m.

ADDRESSES: The meetings will take place in Room 2230 of Department of Transportation (DOT) Headquarters, 400 7th Street, SW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Steven R. Okun, Task Force Executive

Director, telephone 202-366-4702, or Marc C. Owen, Task Force Staff Director, mailing address, 400 7th Street SW., Room 5424, Washington, DC 20590, telecopier 202-366-7147, and telephone 202-366-6823.

SUPPLEMENTARY INFORMATION: Pursuant to the Federal Advisory Committee Act (5 U.S.C. Appendix), DOT gives notice of a meeting of the Task Force on Assistance to Families in Aviation Disasters (Task Force). The Task Force was established by the Aviation Disaster Family Assistance Act of 1996 to develop recommendations on ways to improve the treatment of families of passengers involved in aviation accidents. The meeting is open to the public both days. In particular, topics for discussion at the September 18 session include a presentation by the National Transportation Safety Board on the lessons learned from the Korean Air Flight 801 disaster as well as a review of the recommendations to be issued by the Task Force in its Final Report to Congress, including a discussion of passenger manifest requirements that could be implemented to speed family notification. On September 19, the Task Force will hear testimony regarding the treatment of families by lawyers and continue the review of the recommendations to be issued by the Task Force in its Final Report to Congress.

Issued in Washington, DC, on August 21, 1997.

Steven R. Okun,

Task Force Executive Director, Department of Transportation.

[FR Doc. 97-22740 Filed 8-26-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 97-28, Notice 2]

Cooper Tire & Rubber Co.; Grant of Application for Decision of Inconsequential Noncompliance

Cooper Tire & Rubber Company (Cooper) has determined that some of its tires fail to comply with the labeling requirements of 49 CFR 571.119, Federal Motor Vehicle Safety Standard (FMVSS) No. 119, "New Pneumatic Tires for Vehicles Other Than Passenger Cars" and has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports." Cooper has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301,