

The agenda will include:

- Opening remarks.
- Report on Performance Standards Working Group Activities.

• Briefing on draft notice of proposed rulemaking regarding escape device lighting.

- Discussion of assignment of new ARAC task on emergency exit access.

Attendance is open to the public, but will be limited to space available. The public must make arrangements by July 17, 1998, to present oral statements at the meeting. Written statements may be presented to the committee any time by providing 25 copies to the Assistant Executive Director for Emergency Evacuation Issues or by providing copies at the meeting. In addition, sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on June 25, 1998.

**Florence Hamn,**

*Acting Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 98-17490 Filed 6-30-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. 98-3990]

#### Notice of Request for the Extension of a Currently Approved Information Collection

**AGENCY:** Federal Transit Administration, DOT.

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to reinstate the following expired information collection: Charter Service Operations.

**DATES:** Comments must be submitted before August 31, 1998.

**ADDRESSES:** All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States Department of Transportation, Central Dockets Office, PL-401, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address from 10:00 a.m. to 5:00 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.

**FOR FURTHER INFORMATION CONTACT:** Ms. Rita Daguillard, Office of the Chief Counsel, (202) 366-1936.

**SUPPLEMENTARY INFORMATION:** Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) the necessity and utility of the information collection for the proper performance of the functions of the FTA; (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 approval of this information collection.

**Title: Charter Service Operations**  
(OMB Number: 2132-0543)

**Background:** Section 5323(d) of the Federal Transit Laws (FT Laws) requires all applicants for financial assistance from FTA to enter into a charter bus agreement with the Secretary of Transportation (delegated to the Administrator of FTA in 49 CFR 1.51(a)). Section 5323(d) of the FT Laws provides protections for private intercity charter bus operators from unfair competition by FTA recipients. Section 5302(a)(7) of the FT Laws as interpreted by the Comptroller General permits FTA recipients, but does not state that recipients have a right, to provide charter bus service with FTA funded facilities and equipment only if it is incidental to the provision of mass transportation service. These statutory requirements have been implemented in FTA's charter regulation, 49 CFR Part 604.

49 CFR 604.7 requires all applicants for financial assistance under Section 5309, 5336, or 5311 of the FT Laws to include two copies of a charter bus agreement with the first grant application submitted after the effective date of the rule. The applicant signs the agreement, but FTA executes it only upon approval of the application. This is a one-time submission with incorporation by reference in subsequent grant applications. Section 604.11(b) requires recipients to provide notice to all private charter operators and allow them to demonstrate that they are willing and able to provide the charter service the recipient is proposing to provide. The notice must be published in a newspaper and sent to any private operator requesting notice and to the United Bus Owners of

America and the American Bus Association, the two trade associations to which most private charter operators belong. To continue receiving federal financial assistance, recipients must publish this notice annually. Section 604.13(b) requires recipients to notify each private operator that presented evidence of the recipient's determination whether the private operator meets the definition of "willing and able." This notice is also an annual requirement. On December 30, 1988, FTA issued an amendment to the Charter Service Regulation which allows additional exceptions for certain non-profit social service groups that meet eligibility requirements.

**Respondents:** State and local government, business or other for-profit institutions, and non-profit institutions.

**Estimated Annual Burden on**

**Respondents:** 1.2 hours for each of the 1,656 respondents.

**Estimated Total Annual Burden:**

1,984 hours.

**Frequency:** Annual.

Issued: June 26, 1998.

**Gordon J. Linton,**

*Administrator.*

[FR Doc. 98-17476 Filed 6-30-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3979; Notice No. 1]

#### Reports, Forms, and Recordkeeping Requirements (Authority: Paperwork Reduction Act of 1995)

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. This document describes a collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before August 31, 1998.

**ADDRESSES:** Direct all written comments to the DOT Docket Management

Facility, U.S. Department of Transportation, Room PL-01, 400 Seventh Street, SW, Washington, DC 20590. Docket No. NHTSA \_\_\_\_\_. Comments must refer to the docket and notice numbers cited at the beginning of this notice.

**FOR FURTHER INFORMATION CONTACT:** Complete copies of each request for collection of information may be obtained at no charge from Mr. Michael Robinson, NHTSA Information Collection Clearance Officer, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Room 6123, Washington, DC 20590. Mr. Robinson's telephone number is (202) 366-9456.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

- (i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
- (ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;
- (iii) How to enhance the quality, utility, and clarity of the information to be collected; and
- (iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

#### **Assessment of the Drowsy Driver Education Campaign**

*Type of Request*—New information collection requirement.

*OMB Clearance Number*—Not yet assigned.

*Form Number*—This collection of information uses no standard forms.

*Requested Expiration Date of Approval*—12/31/99.

*Summary of the Collection of Information*—NHTSA is developing an educational program to help night-shift workers to increase the amount and improve the quality of their sleep in order to reduce their risk for involvement in automobile crashes as a result of driving while drowsy. The education campaign will present several messages related to sleep improvement, sleepiness, and driving while drowsy to night-shift workers employed by 24-hour industries. To ensure that the program is effective in conveying crucial information to shift workers, NHTSA is proposing to conduct a survey of workers to determine changes in their knowledge, attitudes and behavior pertaining to sleep and drowsy driving as a result of the Drowsy Driver Education Campaign. NHTSA proposes to collect survey data from night-shift workers at up to twenty sites that implement the program to varying degrees.

Workers' participation in the self-administered survey would be voluntary. The survey tool would be administered prior to the beginning of the campaign and again 6 months later (after the close of the campaign) to assess the extent to which campaign messages had their intended effect.

Questions included in the survey would be designed to assess changes in night shift worker knowledge, attitude, and behavior as they relate to improved sleep and decreased drowsy driving. A core set of survey items will be asked on both the pre-and post-test survey instruments; some retrospective items will only appear on the post-test instrument.

Survey participants would include a non-probability sample of up to 100 night-shift workers (employed between the hours of 11 p.m. and 7 a.m.) at each participating employer, including some workers on rotating shifts, all of whom would be exposed to the education campaign. Participants are expected to include both male and female workers, age 18 and over. The proposed survey would be anonymous and confidential.

*Description of the Need for the Information and Proposed use of the Information*—NHTSA was established to reduce the number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

In the 1996 Appropriations Bill for the Department of Transportation, the Senate Appropriations Committee report noted that, "NHTSA data indicate

that in recent years there have been about 56,000 crashes annually in which driver drowsiness/fatigue was cited by police. An annual average of roughly 40,000 nonfatal injuries and 1,500 fatalities result from these crashes. It is widely recognized that these statistics under-report the extent of these types of crashes."

In response to the Committee's report, Congress allocated funds for a public education campaign on drowsy driving among non-commercial drivers to be sponsored by NHTSA and the National Center of Sleep Disorders Research of the National Institutes of Health.

As a preliminary task in the development of the campaign, NHTSA in cooperation with the National Center on Sleep Disorders Research (an agency of the National Heart, Lung, and Blood Institute of the National Institutes of Health) convened an Expert Panel on Driver Fatigue and Sleepiness to conduct a review of the literature to establish the state of knowledge on sleepiness and driving. This research indicated that the night shift worker is an appropriate target for the education campaign addressing drowsy driving. Night shift workers typically get one and one-half fewer hours of sleep per 24 hours than day workers. They are also at greatest risk of sleep disruption because their work requires that they sleep during daylight hours, interfering with circadian (i.e., day/night sleep) patterns known to exist in human beings.

Data from a recent national telephone survey indicate that 57 percent of the adult public have driven when drowsy during the past calendar year; 23 percent of this population report that they have fallen asleep at the wheel. When data were restricted to individuals working rotating or evening shifts, they indicate that: (1) 80 percent of adults working rotating shifts and 64 percent of adults working regular night shifts had driven while drowsy during the past calendar year, and (2) 40 percent of adults working rotating shifts and 28 percent of adults working regular night shifts reported falling asleep at the wheel.

An education campaign with messages focused on the need for more continuous and higher quality sleep is being finalized for implementation among night shift workers. The proposed survey would assess the ability of this campaign to improve sleep patterns among night shift workers. The survey would allow for the collection of baseline data on knowledge, attitude, and behaviors related to sleep and drowsy driving among shift workers, and their

comparison with similar data collected at the close of the campaign. If approved, the proposed survey would assist NHTSA in establishing policy related to the expansion of the education campaign to the larger driving community.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—The information collection described in this notice would be a self-administered paper-and-pencil survey requiring approximately 20 minutes to complete. It would be administered to up to 2,000 shift workers (average of about 100 per site), both male and female, ages 18 and older. Survey participants will be identified by the 15 to 20 employers who will have been awarded grants to participate in the conduct and evaluation of the educational program. Each individual would be surveyed twice during the course of the program: prior to the start of the campaign and again at the close of the campaign.

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information*—NHTSA estimates that each respondent in the sample would require an average of 20 minutes to complete the survey. Thus, the number of estimated reporting burden hours a year on the survey participants (2,000 participants multiplied by 2 survey administrations multiplied by 20 minutes) would be 1,333 person-hours for the proposed survey. The respondents would not incur any reporting cost from the data collection. The respondents also would not incur any record keeping burden or record keeping cost from the information collection.

**James L. Nichols,**

*Acting Associate Administrator for Traffic Safety Programs.*

[FR Doc. 98-17512 Filed 6-30-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Discretionary Cooperative Agreement in Support of a Large City/Jurisdiction Demonstration and Evaluation Program for Pedestrian Safety

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Announcement of a discretionary cooperative agreement in support of a large city/jurisdiction

demonstration and evaluation program for pedestrian safety.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to demonstrate and evaluate the effectiveness of a comprehensive behavioral and engineering-based countermeasures program for reducing the occurrence of crashes involving pedestrians of all ages. Past Departmental research efforts typically have focused on developing and, when possible, assessing countermeasures for a single target group, such as school-age children. The idea here is to determine the combined effects of various crash prevention approaches to maximize the safety benefits to all pedestrians. The study will use a recently developed methodology for identifying land areas (or zones) within jurisdictions containing concentrations of crashes for specific target groups. Subsequently, existing, refined, and, as needed, newly developed countermeasures will be directed within these zones at pedestrians of all ages, especially those at high risk of crash involvement. To the extent possible, the program also will determine the impact of countermeasures directed at one or more diverse racial or ethnic group known to have a traffic safety problem.

This notice solicits applications from public and private, non-profit, for profit and not-for-profit organizations, governments and their agencies, or a consortium of these organizations that are interested in implementing and evaluating the safety zones and countermeasures program within a large jurisdiction. Preference will be given to those applications which help NHTSA meet its needs to obtain an urban diverse mix, potential for replication in other communities, and/or other factors deemed relevant by NHTSA.

NHTSA anticipates awarding one demonstration and evaluation project for a period of four years as a result of this announcement. In the event additional money becomes available a second award may be made during FY'99 or FY 2000.

**DATES:** Applications must be received at the office designated below on or before July 31, 1998.

**ADDRESSES:** Applications must be submitted to the NHTSA, Office of Contracts and Procurement (NAD-30), ATTN: Lamont Norwood, 400 7th Street, SW, Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-98-H-05183. Interested

applicants are advised that no separate application package exists beyond the contents of this announcement.

**FOR FURTHER INFORMATION CONTACT:** General administrative questions may be directed to Lamont Norwood, Office of Contracts and Procurement, at (202 366-8573) or by e-mail to LNorwood@nhtsa.dot.gov. Programmatic questions relating to this cooperative agreement program should be directed to Marv Levy, Traffic Safety Programs, NHTSA, NTS-31, 400 Seventh Street S. W., Washington, D.C. 20590 (202 366-5597), or by e-mail at mlevy@nhtsa.dot.gov.

#### SUPPLEMENTARY INFORMATION:

##### Background

##### The Problem

On average, a pedestrian is killed in a traffic crash every 97 minutes, and injured every six minutes. In 1996, 5412 pedestrians were killed in traffic crashes in the U.S. and 82,000 were injured. The economic costs of these crashes are substantial, costing billions of dollars each year. The Department of Transportation, via the Secretarial Initiative for Pedestrians and Bicyclists, has targeted a decrease in the number of pedestrian crashes of 10 percent by the year 2000. This demonstration will support the Departmental effort.

##### Why a Large City or Jurisdiction is Needed

In 1996 seventy-one percent of pedestrian fatalities occurred in urban areas. For example, in 1996, cities with high percentages of pedestrian fatalities among all traffic related deaths included New York (52.7 percent), Baltimore (47.1 percent), Buffalo (44.8 percent), Miami (43.1 percent), Honolulu (41.7 percent), Long Beach (41.7 percent), and San Jose (40.0 percent).

##### Target Groups of Interest

Over the past twenty-five years NHTSA and the Federal Highway Administration (FHWA) collected data on pedestrians most likely to be involved in crashes. These data suggest that three groups are most at risk: young children, alcohol impaired adults, and older pedestrians. In 1996, nearly one-third (31 percent) of all children between the ages of five and nine years who were killed in traffic crashes were pedestrians, more than one-fifth (22 percent) killed under the age of 16 were pedestrians, and 7 percent of all traffic injuries under the age of 16 were pedestrians. Older pedestrians (ages 65+) accounted for 22.4 percent of all pedestrian fatalities; however, this group constitutes only 12.8 percent of