

least impact on the physical and biological environment as no disturbance would occur. Alternatives 2 through 5, with their mitigation measures, have virtually the same environment effects. The main difference between the alternatives is the economic impact to the Ocoee region as a whole and the enhanced recreation opportunities associated with the action alternatives. Alternative 5 provides the greatest opportunity for public use and enjoyment of the Ocoee Whitewater Center, and best meets the increasing demand and expectation by the public for a variety of recreation opportunities and experiences in the Upper Ocoee River Corridor.

Basis for the Decision

The TVA Board has decided to adopt Alternative 5 because it would produce the most recreation and economic development benefits without significantly impacting the environment. Economic development benefits include approximately 500 additional new jobs and an estimated \$25 million annually added to the economy of the area through direct spending. Implementation of Alternative 5 by TVA and the other involved agencies is also expected to increase recreation opportunities and the quality of the recreation experience, increase national recognition of the recreation resources of the southeast, and provide trails and other physical improvements to the site and increase efforts to protect the area.

Environmental Consequences and Commitments

The principal effect of TVA's water release decision is to provide increased flows from Ocoee No. 3 Dam for competitive and special events and recreational and commercial uses. Scheduled water releases are not expected to impact water quality. The impact on Blue Ridge Lake level was the main factor in determining the range of flows considered in the analysis. Minor impacts on Blue Ridge would only be noticeable during drought years, and would occur during the period when the seasonal drawdown is already in progress. Operation of the TVA system to provide water in the upper Ocoee River channel would result in power losses to the TVA system. Most of the power losses result from bypassing Ocoee No. 3 powerhouse. In addition, some power generation would be shifted from peak to off-peak periods at Blue Ridge, Ocoee No. 2, and Ocoee No. 3 powerhouses. Also, additional spills at Ocoee No. 2 diversion dam would result in lost power generation. The amount

would depend on the hours during the day releases are actually scheduled. The "cost" of these changes in hydroelectric plants operation would range from \$660,000 to \$830,000 per year. This cost includes 20 days for special events and 54 days for recreation and commercial uses.

An additional potential cost in implementing Alternative 5 water releases includes replacement of low-level sluice gates on Ocoee No. 3 Dam. To allow for water releases on a regular basis, the low-level sluice gates on Ocoee No. 3 Dam would have to be replaced. The current gates were designed to periodically release water from the bottom of the reservoir for siltation removal. The life expectancy of these gates average about 500 cycles before replacement is required. The estimated cost of a gate design for long-term use is \$350,000. This cost includes design and installation of a gate that can be used for operation releases without excess wear and tear on the components.

When TVA approval under Section 26a of the TVA Act of water use facilities is sought in the future, it will require best management practices to control erosion and sedimentation, as necessary, to prevent adverse water quality impacts. The possible location of acid bearing rock formations would be identified in any construction plans, and their disturbance would be avoided to the extent possible.

Dated: April 3, 1997.

Mark O. Medford,

Executive Vice President, Customer Service and Marketing.

[FR Doc. 97-10008 Filed 4-17-97; 8:45 am]

BILLING CODE 8120-01-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements

Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: The Department of Transportation (DOT) will submit the following emergency processing public information collection requests (ICRs) to the Office of Management and Budget (OMB) for review and clearance under the Paperwork Reduction Act of 1995 (Pub. L. 104-13, 44 U.S.C. Chapter 35). The DOT is publishing a notice in the **Federal Register**, informing the public

of DOT's plan to submit to OMB, 13 information collections for reinstatement, some with changes, of previously approved collections for which approval has expired, under the emergency processing procedures, 5 CFR 1320.13. The titles, descriptions, affected public, with burden estimates are shown below. Because OMB approval is valid for 180 days, DOT is taking appropriate steps to obtain a regular approval.

DATES: Comments on this notice must be received on or before June 17, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Phillip Leach, DOT Information Collection Clearance Officer, Office of Information Resource Management, Room 7107-R, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, Telephone: (202) 366-0770.

SUPPLEMENTARY INFORMATION:

Federal Transit Administration (FTA)

Title: University Research and Training Program.

OMB Control Number: 2132-0547.

Affected Public: Accredited Institutions of Higher Learning.

Abstract: 49 U.S.C. 5312 authorizes the Secretary of Transportation to make grants to public and private nonprofit institutions of higher learning to assist in establishing or carrying on comprehensive research in the problems of transportation in urban and rural areas. The information collected is submitted in the form of an application for a grant and is used to determine eligibility of grant applicants and to assure that all FTA and Federal requirements are met. This information also enables FTA and the academic community to properly define subject matter categories and to identify the kinds of organizations that are submitting proposals. Also, the information is essential to support basic and theoretical research within the academic community that will advance the current knowledge base, improve the transportation service provider's decisionmaking and management processes, and assist transit professionals to anticipate significant national issues and trends. The information is also used to report annually to Congress, the Secretary, and to the FTA Administrator on how grantees are responding to national emphasis areas and Congressional direction, and allows FTA to track grantees' use of Federal planning and research funds.

Estimated Annual Burden: 4,728 hours.

Title: Managerial Training Program.

OMB Control Number: 2132-0551.

Affected Public: State and local governments, business or other for profit, and non-profit institutions.

Abstract: 49 U.S.C. 5323(c) authorizes the Secretary of Transportation to make grants to States and local public transportation services to provide fellowships for training personnel employed in managerial, technical, and professional positions in the public transportation field. The information collected is submitted in the form of an application and is used to determine eligibility and appropriateness of intended training in light of program goals. Collection of information for this program is also necessary to provide documentation that grant applicants and recipients are complying with appropriate FTA Circular C 6300.1A and other Federal requirements. Without this information, FTA would not be able to determine if the goals and objectives as set forth for this program are being met fully, partially, or not at all.

Estimated Annual Burden: 1,412 hours.

Federal Highway Administration

Title: Statement of Materials and Labor used by Contractors on Highway Construction Involving Federal Funds.

OMB Control Number: 2125-0033.

Form Number: FHWA-47.

Affected Public: Contractors.

Abstract: The form FHWA-47, "Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds," is needed to obtain information on the usage of materials and labor in highway construction. Title 29 U.S.C. 2 authorizes the Department of Labor to collect the labor-related information using its own forces or by getting the information from other Federal agencies. An informal agreement has been reached for FHWA to collect the desired data for the Department of Labor. This information is used by FHWA for estimating current material usage and cost distribution on Federal-aid highway construction contracts to aid in planning for future requirements based on anticipated program levels. There is also considerable interest by industry, particularly suppliers of highway construction materials, for the usage information derived from the FHWA-47 forms. This data is collected from contracts of \$1,000,000 or more on the National Highway System and is not considered confidential. The respondent must submit the FHWA-47 form after the project has been completed.

Estimated Annual Burden: 7,475 hours.

Title: Utility Use and Occupancy Agreements.

OMB Control Number: 2125-0522.

Affected Public: Highway authorities.

Abstract: In carrying out the requirements of 23 U.S.C. 116 to assure Federal-aid highway projects are being properly maintained, the Secretary of Transportation is authorized by 23 U.S.C. 315 to prescribe and promulgate rules and regulations. This authority is delegated to the Federal Highway Administrator at 49 CFR 1.48. Further, 23 CFR 1.23 and 1.27 establish the authority and responsibility of the Federal Highway Administrator to prescribe policies and procedures for the use, occupancy, and maintenance of the rights-of-way of Federal-aid projects. Under the Federal-aid highway program, States, or their political subdivisions, actually own the highway rights-of-way. State and/or local highway authorities are responsible for maintaining the highway rights-of-way, which includes controlling utility use of it. The FHWA regulations found in 23 CFR 645, Subpart B require that in controlling utility use on Federal-aid highway projects, the highway authority is to document the terms under which the utility is to cross or otherwise occupy highway rights-of-way. This documentation, consisting of a use and occupancy agreement, is to be in writing and must be contained in the highway authority's files. No submission to the FHWA is required. The use and occupancy agreement issued by the highway authority serves to document the arrangements made between it and a utility to allow the utility to use public right-of-way under the control of the highway authority. These agreements are reviewed periodically by the FHWA to determine whether or not the State is effectively maintaining the highway right-of-way and fulfilling its responsibilities under its utility accommodation policy. The use and occupancy agreements are an important means of controlling the installation of utilities in order to provide a safe environment for highway users.

Estimated Annual Burden: 552,000 hours.

Title: Inspection, Repair, and Maintenance.

OMB Control Number: 2125-0037.

Affected Public: Motor carriers.

Abstract: Motor carriers must maintain, or cause to be maintained, records that document the inspection, repair, and maintenance activities performed on their owned and leased motor vehicles. Burden hours will increase due primarily to a revised estimate of the daily usage rate of commercial motor vehicles that

increases the estimated frequency of a recordkeeping requirement.

Estimated Annual Burden: 37,614,867 hours.

Title: Medical Qualification Requirements.

OMB Control Number: 2125-0080.

Affected Public: Medical examiners, medical specialists, physicians, licensed doctors of medicine or osteopathy, motor carriers, and CMV drivers.

Abstract: The Motor Carrier Safety Act of 1984 requires the Secretary of Transportation to prescribe regulations to ensure that the physical qualification of commercial motor vehicle (CMV) operators is adequate to enable them to operate CMVs safely. Information about an individual's physical condition must be collected in order for the FHWA and motor carriers to verify that the individual meets the physical qualification standards for CMV drivers and for the FHWA to determine whether the individual is physically able to operate a CMV safely.

Estimated Annual Burden: 459,097 hours.

Title: Operations Plan, Traffic Surveillance and Control.

OMB Control Number: 2125-0512.

Affected Public: State and local transportation agencies who utilize federal funds for traffic management projects and contractors involved in ITS/Traffic Management, who may write the implementation plan for the state and local transportation agency.

Abstract: An implementation plan for a federal aid traffic control project is required from the states and local agencies to assure that there are adequate provisions and resources for the acquisition and operational phases of the project.

Estimated Annual Burden: 160 hours.

Title: Developing and Recording Costs for Utility Adjustments.

OMB Number: 2125-0519.

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

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.

Title: Notification Requirements for Commercial Driver License Holders (Previous title: Commercial Driver Licensing and Testing Standards).

OMB Control Number: 2125-0542.

Affected Public: Commercial motor vehicle (CMV) drivers.

Abstract: An active commercial motor vehicle (CMV) driver who holds a commercial driver's license (CDL) is required to notify his/her employer of all traffic law violations, his/her State licensing agency of traffic law convictions in other jurisdictions, and his/her employer of license suspensions. Any person applying for employment as a driver of a CMV for which a CDL is required, must provide his/her prospective employer with his/her employment history for the previous 10 years.

Estimated Burden Hours: 500,000 hours.

United States Coast Guard (USCG)

Title: Non Destructive Testing Proposal and Results for Pressure Vessels Cargo Tanks on Unmanned Barges.

OMB Control Number: 2115-0563.

Affected Public: Owners of inspected barges.

Abstract: This collection of information requires owners of unmanned barges with tanks that are required to be nondestructively tested (NDT) to submit a proposal which includes the NDT methods and procedures, and locations of the tanks to be tested. The results must also be submitted to identify any defects and to evaluate the suitability of a tank to remain in service. The Coast Guard requires pressure vessel type tanks that are thirty years old and older to be subjected to NDT at 10 year intervals.

Need: Under 46 U.S.C. 3703, the U.S. Coast Guard is responsible for ensuring safe shipment of liquid dangerous cargoes and has promulgated regulations on board certain barges to ensure that safety standards are met.

Estimated Annual Burden: 39 hours.

Title: Display of Plans.

OMB Number: 2115-0135.

Affected Public: Owners or operators of inspected vessels.

Abstract: This collection of information requires owners or operators of inspected vessels to display certain vessel plans.

Need: Under 46 U.S.C. 3305 and 3306, the U.S. Coast Guard is responsible for ensuring the safety of inspected vessels and has promulgated regulations to ensure that safety standards are met. The information contained on these plans will be used by shipboard personnel during routine duties, such as equipment and system maintenance or servicing, as well as under emergency conditions such as fire or flooding. In the event assistance is rendered from external sources, the plans allow for rapid familiarization with the vessels and its system, the information and its availability is crucial in minimizing danger to those on board, damage to the vessel, and the safety of the port and the environment.

Frequency: On occasion.

Estimated Annual Burden: 900 hours

Title: Plan Approval and Records for Foreign Vessels Carrying Oil in Bulk.

OMB Number: 2115-0106.

Affected Public: Owners or operators of foreign vessels carrying oil in bulk.

Abstract: This collection of information requires owners or operators of certain foreign vessels carrying oil in bulk to submit documents to the U.S. Coast Guard to

determine if vessels meets certain requirements in 33 CFR 157. This collection mainly affects vessels from countries that are not signatory to the International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978 relating thereto (MARPOL 73/78).

Need: Under 46 U.S.C. 3703 and 3703(a), the U.S. Coast Guard is authorized to issue regulations dealing with design, construction, alteration, repair, maintenance, operation and equipping of foreign vessels which carry or are constructed to carry or adapted to carry, oil in bulk. The information will be used to determine if (1) the vessel meets the Double Hull standards in 33 CFR 157.10(d); (2) information is available to vessel personnel to operate the vessel and equipment required and (3) a means is available to appeal U.S. Coast Guard decisions with respect to the regulations and for obtaining those waivers or exemptions permitted by the regulations.

Frequency: On occasion.

Estimated Annual Burden: 250 hours.

Title: Report: Declaration of Inspection.

OMB Number: 2115-0506.

Affected Public: Persons in Charge of Transfer Operation.

Abstract: The collection of information requires a person in charge of onshore and offshore facilities to complete a Declaration of Inspection (DOI) for each bulk transfer of oil and hazardous material conducted and to maintain the DOI onboard the vessel and facility for a one month period.

Need: 33 U.S.C. 1221 authorizes the Coast Guard to establish procedure, methods, and equipment requirements to prevent the discharge of oil and hazardous material from vessels and both onshore and offshore.

Estimated Annual Burden: 78,800 hours.

Frequency: Monthly.

Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention DOT 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 Department's 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 April 11, 1997.

Diane Litman,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-10066 Filed 4-17-97; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements

Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on August 12, 1996 [FR 61, 41819-41820].

DATES: Comments must be submitted on or before May 19, 1997.

FOR FURTHER INFORMATION CONTACT: Richard Weaver, Information Collection Clearance Officer, Maritime Administration, MAR-318, Room 7301, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-5755 or fax 202-366-3889. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Maritime Administration (MARAD)

Title: Maritime Administration Service Obligation Compliance Report and Merchant.

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

OMB Control Number: 2133-0509.

Affected Public: Every student and graduate of the USMMA and subsidized State maritime academy student.

Abstract: Information collection is necessary to determine if a graduate of the USMMA or subsidized State

maritime academy graduate is complying with the requirement to submit annually a Service Obligation Compliance Report form to the Maritime Administration (MARAD). This form is used to determine if a graduate has complied with the terms of the service obligation for that year.

Estimated Annual Burden: 1500 hours.

Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention MARAD 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 Department's 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 April 11, 1997.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-10046 Filed 4-17-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending April 11, 1997

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-97-2323.

Date Filed: April 8, 1997.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: May 6, 1997.

Description: Application of Northern Air Cargo, Inc., Northern Air Cargo Network, Inc.d/b/a NACNET and the Trustee in Bankruptcy for MarkAir Express, Inc., pursuant to Subpart Q of the Regulations, request approval of the transfer to NACNET of the MarkAir Express certificate of public convenience and necessity, issued by the Department of Transportation on February 13, 1990, Order 90-2-22.

Docket Number: OST-97-2330.

Date Filed: April 9, 1997.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: May 7, 1997.

Description: Application of American Airlines, Inc., pursuant to 49 U.S.C. Section 41108, and Subpart Q of the Regulations, applies for amendment of its certificate of public convenience and necessity for Route 602 so as to authorize foreign air transportation of persons, property, and mail between the United States and Prague, Czech Republic, and requests the allocation of 7 weekly frequencies. American proposes to provide service, via London, under a code-sharing arrangement with British Midland Airways, Ltd. This application is submitted in response to the Department's Notice of March 26, 1997 (U.S.-Czech Third-Country Code-Share Opportunities).

Docket Number: OST-97-2333.

Date Filed: April 9, 1997.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: May 7, 1997.

Description: Application of Delta Air Lines, Inc., pursuant to the Department's Notice served March 26, 1997, and Subpart Q of the Regulations, requests (1) A certificate of public convenience and necessity authorizing Delta to provide scheduled foreign air transportation between the United States and the Czech Republic, (2) one of the three U.S.-Czech Republic third-country code-share designations and (3) fourteen (14) of the 35 weekly frequencies available to U.S. carriers under the terms of the September 10, 1996 Air Transport Agreement between the Governments of the United States and the Czech Republic. Delta proposes to operate third-country code-share service to Prague via Zurich, Switzerland in conjunction with Swissair, Swiss Air Transport Company Ltd. and its affiliate Crossair.

Paulette V. Twine,

Chief, Documentary Services.

[FR Doc. 97-10121 Filed 4-17-97; 8:45 am]

BILLING CODE 4910-62-P