

having received ground and flight training in accordance with a training program approved under subpart N of part 121. *GRANT, January 16, 1998, Exemption No. 6721.*

*Docket No.:* 137CE.

*Petitioner:* Air Tractor, Inc.

*Sections of the FAR Affected:* 14 CFR 23.3(a).

*Description of Relief Sought/*

*Disposition:* To permit the petitioner, a normal category airplane, to exceed the 12,500 pound limitation for this category of airplane. *DENIAL, December 31, 1998, Exemption No. 6715.*

*Docket No.:* 29085.

*Petitioner:* ACM Aviation, Inc.

*Sections of the FAR Affected:* 14 CFR 135.263(a) and 135.267(b), (c), and (d).

*Description of Relief Sought/*

*Disposition:* To permit the petitioner to assign its flight crewmembers and allow its flight crewmembers to accept a flight assignment of up to 16 hours of flight time during a 24-hour period, for the purpose of conducting international operations. *DENIAL, January 21, 1998, Exemption No. 6722.*

[FR Doc. 98-2588 Filed 2-2-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Madison, Wayne and Butler Counties, Missouri

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for proposed improvements to the transportation system in Madison, Wayne, and Butler Counties, Missouri.

**FOR FURTHER INFORMATION CONTACT:** Donald Neumann, Programs Engineer, FHWA Division Office, PO Box 1787, Jefferson City, MO 65102, Telephone: (573) 636-7104 or Scott Meyer, District Engineer, Missouri Department of Transportation, PO Box 160, Sikeston, MO 63801, Telephone: (573) 472-5333.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare an EIS for a proposed project to improve the transportation system in the vicinity of U.S. 67 in Madison, Wayne and Butler Counties, Missouri.

Improvements to the corridor are considered necessary to provide for a

safe and efficient transportation network. Alternatives under consideration include (1) Taking no action; (2) using alternate travel modes; (3) upgrading and improving the existing roadways; and (4) constructing a four-lane roadway on new or partially-new location. Design variations of grade and alignment will be incorporated into and studied with the various build alternatives. The proposed action will likely include transportation improvements from south of Fredericktown to approximately three miles north of the Missouri/Arkansas state line, in the vicinity of Neeleyville, Missouri.

The scoping process will involve all appropriate federal, state, and local agencies, and private organizations and citizens who have previously expressed or are known to have interest in this proposal. A series of public meetings will be held to engage the regional community in the decision making process and to obtain public comment. A public meeting is expected for early 1998. Subsequent public meetings will be conducted as the location study process progresses. In addition, a public hearing will be held to present the findings of the draft EIS (DEIS). The DEIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or MoDOT at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12373 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: January 15, 1998.

**Donald L. Neumann,**

*Programs Engineer, Jefferson City.*

[FR Doc. 98-2128 Filed 2-2-98; 8:45 am]

BILLING CODE 4910-22-M

## DEPARTMENT OF TRANSPORTATION [4910-22-P]

### Federal Highway Administration

### Federal Transit Administration

### National ITS Architecture Consistency Meetings

**AGENCIES:** Federal Highway Administration (FHWA), Federal Transit Administration (FTA), DOT.

**ACTION:** Notice.

**SUMMARY:** This notice announces a series of regional meetings at which DOT will discuss national ITS architecture consistency as it relates to highway and transit improvements that incorporate Intelligent Transportation Systems (ITS). It is anticipated that the upcoming surface transportation reauthorization bill will require federally funded projects which contain ITS elements to be consistent with the National ITS Architecture and approved standards. In anticipation, DOT is initiating a series of outreach meetings to engage a broad range of stakeholders in discussions regarding consistency requirements. These meetings will be of interest to those involved in the planning, design and implementation of technology applications in transportation. The first meeting will be held in the Boston area. Regional meetings are also planned for March in Houston, TX and Los Angeles, CA; specific dates and locations will be published at a later date. Additional meetings are proposed for April and May.

**DATES:** The Boston area meeting will be held February 25-26, 1998, from 8:30 a.m. to 5:00 p.m. on February 25th and from 8:30 a.m. to 12:00 p.m. on February 26th.

**ADDRESSES:** The Boston area meeting will be held at the Volpe National Transportation Systems Center, 55 Broadway, Kendall Square, Cambridge, Massachusetts.

**SUPPLEMENTARY INFORMATION:** The National ITS Architecture is a master blueprint for building an integrated, multimodal, intelligent transportation system. It provides a common framework that define key elements required for ITS functions. As such, it is an invaluable resource for planners, builders, designers, and operators of highway and transit systems to use in extending and integrating their systems operations.

A general introduction to ITS will be provided, but presentations will assume a basic awareness of technology applications in transportation. The

meetings will include a brief introduction to the National ITS Architecture and associated standards, current thinking by DOT on possible approaches to consistency, and breakout sessions for discussion among attendees on consistency-related issues.

**FOR FURTHER INFORMATION CONTACT:**

Shelley Lynch, Intelligent Transportation Systems Joint Program Office (202) 366-8028; Ronald Boenau, Federal Transit Administration, (202) 366-0195; Robert Rupert, Federal Highway Administration, (202) 366-2194. All are located at the United States Department of Transportation, 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.

**Authority:** 23 U.S.C. 315; 49 CFR 1.48

Issued on: January 28, 1998

**Dennis C. Judycki,**

*Associate Administrator for Safety and System Applications, Federal Highway Administration.*

**Edward L. Thomas,**

*Associate Administrator for Research, Demonstration and Innovation, Federal Transit Administration.*

[FR Doc. 98-2604 Filed 2-2-98; 8:45 am]

BILLING CODE 4910-22-P

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA 98-3396; Notice 1]

**Orion Bus Industries Inc.; Petition for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 121**

Orion Bus Industries Inc. of Oriskany, New York, has petitioned for a five-month exemption from Motor Vehicle Safety Standard No. 121 *Air Brake Systems*. The basis of the petition is that compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard.

This notice of receipt of the petition is published in accordance with agency regulations on the subject and does not represent any judgment by the agency about the merits of the petition.

On June 7, 1995, Western Star Truck Holdings Ltd., Canada, purchased some of the assets of Bus Industries of America. Through its wholly-owned subsidiary, Orion Bus Industries Ltd. of Ontario, a manufacturer of city transit buses, it established Orion Bus Industries Inc. as a wholly-owned subsidiary of Orion Bus Industries Ltd. Since 1995, "Orion Bus has been

striving to re-organize the operation, update and replace obsolete facilities and turn an insolvent organization into a first class bus manufacturing facility employing over 1,000 employees." The company manufactured 699 buses in the 12-month period preceding the filing of its application.

Paragraph S5.1.6.1(a) of Standard No. 121 requires each "single unit vehicle," including transit buses, manufactured on and after March 1, 1998, to be equipped with an antilock brake system. The company will be able to comply as of that date with buses entering production. However, it is asking relief from compliance for certain buses whose assembly will not be completed until after March 1, 1998. As it explains, these buses "are part of bus contracts which have been delayed due to the insolvency of a major part supplier." This has disrupted Orion's schedule for over 27 weeks "while a new vendor could be found, new tooling produced and the new supply of parts tested and certified to meet current in-use Safety Standards." As the buses were not designed to be equipped with antilock braking systems, their fixed-cost contracts have no provisions for the purchaser bearing the cost of modifications, and Orion would have to absorb the costs. Orion has increased its production schedule to minimize the number of buses needing an exemption. As of December 1, 1997, however, it appears to the petitioner that 148 buses will be produced on or after March 1, 1998, and not later than August 1, 1998.

Orion had a net loss of \$650,000 during its limited operations in 1995, a net income of \$1,223,000 in 1996, and a net income of \$4,696,000 in 1997. Further costs would be incurred were Orion required to conform. At a minimum, the cost to convert stock axles sets and brake assemblies to become anti-lock compliant is estimated to be \$636,740. Were Orion to complete its orders with conforming buses, the purchasers might demand that the buses for which they had already taken delivery be retrofitted to conform. This contingent liability is estimated to be \$7,000,000. Orion believes that a mixed fleet would have a detrimental effect upon its purchasers "by forcing them to carry different replacement parts, implementing different maintenance procedures and having to train maintenance personnel and drivers on how to handle the different vehicles." Because drivers sometimes change buses during their shifts, in an emergency a driver may not react appropriately as the situation demands.

Orion submitted data indicating that a temporary exemption "will have little

impact on the ability of a bus to come safely to a stop within the stopping distances specified in Table II of FMVSS 121." These data "indicate that the test vehicle [Orion VI Transit bus] met all stopping distance guidelines and stayed within a 12-foot lane width (without wheel lock)."

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket and notice number, and be submitted to: Docket Management, National Highway Traffic Safety Administration, room PL-401, 400 Seventh Street, SW, Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date below will be considered, and will be available for examination in the docket at the above address both before and after that date, between the hours of 10 a.m. and 5 p.m. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

*Comment closing date:* March 5, 1998.

**Authority:** 49 U.S.C. 30113; delegations of authority at 49 CFR 1.50 and 501.4.

Issued on: January 28, 1998.

**L. Robert Shelton,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 98-2591 Filed 2-2-98; 8:45 am]

BILLING CODE 4910-59-P

**DEPARTMENT OF THE TREASURY**

**Bureau of the Public Debt**

**Proposed Collection: Comment Request**

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

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Pub. L. 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently the Bureau of the Public Debt within the Department of the Treasury is soliciting comments concerning the certificate of appointment and request for payment of savings bonds to the representative of the estate of an incompetent or minor.