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

George Moore,

Associate Administrator for Administration.

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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:

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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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