

statements, obtain information, or access the building to attend the meeting should contact Mr. Carl McCullough, ASE-10, 800 Independence Avenue, SW., Washington, DC, at (202) 287-8595, who will serve as the FAA Designated Federal Official to the Subcommittee.

Members of the public may present a written statement to the subcommittee at any time.

Issued in Washington, DC, on February 7, 1995.

Andres Zellweger,

Director, Office of Aviation Research.

[FR Doc. 95-3417 Filed 2-9-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

[FHWA Docket No. 95-6]

Federal Highway Cost Allocation Study

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; request for comments.

SUMMARY: This notice requests public comment on issues related to a new Federal highway cost allocation study (HCAS) that the FHWA is initiating. Comments on recommendations emanating from an October 1994 cost allocation workshop are requested, in addition to comments on other issues that should be considered in planning and conducting the new study. Preliminary copies of the workshop proceedings are available from Mr. James March, who may be contacted at the phone number shown below.

DATES: This docket will remain open until the study is completed. However, in order for comments responding to issues raised by this notice to be considered during critical early stages of the study, they should be received no later than April 11, 1995.

ADDRESSES: Submit written, signed comments to FHWA Docket No. 95-6, Federal Highway Administration, Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington DC 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Mr. James March, Office of Policy Development, at (202) 366-9237 or Mr. Steven Rochlis, Office of Chief Counsel, at (202) 366-0780, Federal Highway

Administration, 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.

SUPPLEMENTARY INFORMATION:

Background

The last comprehensive Federal HCAS was conducted from 1978 to 1982, pursuant to Section 506 of the Surface Transportation Assistance Act (STAA) of 1978 (Pub. L. 95-599). That section stipulated that the study was to investigate the distribution of Federal highway program costs among the various classes of highway vehicles that occasion such costs. It also called for an assessment of current Federal user charges and recommendations for more equitable user charge alternatives. In addition, Section 506 directed the Congressional Budget Office (CBO) to develop guidelines for the cost allocation study, including procedures to be employed in determining the equitable allocation of highway costs and the information needed to apply those procedures.

Section 506 and the subsequent CBO guidelines established the general scope of the 1982 Federal highway cost allocation study. Specifically, the study was to focus on evaluating Federal highway program costs, not highway costs incurred by State and local transportation agencies. Also, the Federal user fee structure was to be evaluated on the basis of equity rather than economic efficiency, with equity measured in terms of the ratio of Federal user fees payments to Federal program costs occasioned by different vehicle classes.

The CBO guidelines listed several factors underlying the need for the 1982 Federal cost allocation study, including the effect of energy policies on fuel consumption and tax revenues, the shift in the Federal highway program's emphasis away from new construction and toward repair and rehabilitation, the long time that had elapsed since the last comprehensive Federal cost allocation study, and the fact that methods used in previous studies could be improved upon in a number of technical aspects and in the way they reflected the new mix of Federal highway programs.

Similar factors are relevant today and suggest that a new Federal cost allocation study would be timely. The last comprehensive highway cost allocation study was completed over 12 years ago and much of the data upon which that study was based are

outdated. Energy and environmental initiatives continue to affect fuel tax receipts, and considerations leading up to reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Public Law 102-240, 105 Stat. 1914, may require changes in current highway user fees. The ISTEA made fundamental changes in the structure of the Federal-aid highway program that have significant implications for cost allocation. Proposals currently being discussed to consolidate Department of Transportation programs could have even greater ramifications for highway cost allocation.

The General Accounting Office recommended in its 1994 report, *Highway User Fees: Updated Data Needed to Determine Whether All Users Pay Their Fair Share*, (report number GAO/RCED-94-181) that a new Federal cost allocation study be conducted as the basis for assessing the equity of Federal highway user fees. Without explicit Congressional guidance on the scope of a new cost allocation study, and recognizing the many changes in the highway program since the last study was completed, the FHWA conducted a two-day workshop in October 1994 to discuss a range of policy and technical issues that might be considered in the study. Over 75 persons representing Federal and State transportation agencies, transportation industries, academic institutions, consulting firms, and other organizations participated in the workshop. Preliminary proceedings of that workshop, which include many specific recommendations made by workshop participants, will be available for inspection in the docket; copies may be requested by calling Mr. James March at the phone number listed above under "For Further Information Contact:". During the course of the cost allocation study, working papers and other interim work products will be placed in the docket.

Among other things, workshop participants recommended that the cost allocation study consider:

(1) External costs of highway use and operation, such as congestion, accident costs, and air and noise pollution costs, as well as traditional highway agency costs;

(2) Alternative cost allocation methods, especially a marginal cost approach, along with traditional cost allocation methods;

(3) Highway-related revenues and expenditures for all levels of government, not just Federal revenues and expenditures;

(4) Implications for highway cost allocation of multi-modal investment programs; and

(5) Life-cycle cost analysis principles for estimating future highway investment requirements.

Participants also recommended that, while many new issues deserve consideration in the cost allocation study, a primary focus of the study should be on allocating Federal costs using methods consistent with the 1982 study.

Comments are requested on these recommendations and on other technical issues and recommendations included in the workshop proceedings.

A preliminary plan for the new cost allocation study has been developed. The study will be divided into four phases: (1) Issues analysis and workplan development; (2) update and refinement of highway cost allocation data and methods; (3) analysis of highway cost responsibility and the equity of the user fee structure; and (4) evaluation of alternative cost allocation procedures. Work envisioned under each phase is summarized below. Comments are requested on this plan.

Phase I—Issues Analysis and Workplan Development

Many issues were raised at the October workshop concerning the scope of the next cost allocation study and the advantages and disadvantages of pursuing alternative highway cost allocation methods. Several issues could have major implications for the direction of the next study, including: (1) The extent to which marginal costs can and should be reflected in the study; (2) the extent to which revenues and expenditures by all levels of government can be estimated and incorporated in the study; and (3) the extent to which cost allocation can be applied to multi-modal transportation investment programs that will replace mode-specific investment programs in the future. White papers will be prepared to evaluate issues related to the analysis of these and other concerns in the next cost allocation study. An important factor that will affect the extent to which these issues can be considered is the availability of needed data and analytical methods. An assessment of data needs to evaluate the emerging cost allocation issues will be conducted during this initial phase of the study.

The FHWA has maintained a continuing research program to update highway cost allocation data and methods. Research has focused primarily on refining data and methods used in the 1982 study. A review of

current cost allocation data and methods is already underway. Working papers will be prepared which discuss current methods for analyzing cost responsibility for: Pavement, bridge, and other highway costs; sources of data on vehicle miles of travel, operating weight distributions, and registered weight/operating weight distributions; estimates of highway user revenue contributions by each vehicle class; and other aspects of highway cost allocation. Additional research and data needs will be discussed in those working papers.

At the end of the first phase, the study work plan will be reviewed based on analysis and data needs identified in the white papers and technical working papers. Input from internal and external review committees will be sought.

Phase II—Update and Refine Highway Cost Allocation Data and Methods

Based upon the revised study plan developed in Phase I, data and analytical tools will be updated and refined. Among the areas where significant work already can be foreseen are improving pavement cost models, improving the consideration of life cycle costs, improving estimates of highway travel by different vehicle classes, improving operating weight distributions for different vehicle classes, improving estimates of operating weight/registered weight distributions, and improving other data needed to estimate revenues generated by different highway user fees. Data and information needed to apply alternative cost allocation approaches identified at the workshop will be collected, consistent with the relative importance of each approach and the resources available.

Phase III—Analyze Highway Cost Responsibility and the Equity of Alternative User Fee Structures

In this phase information from Phase II will be used to analyze the highway cost responsibility and user fee contributions of different vehicle classes and to evaluate the equity of the current user fee structure. Alternative user fee structures will be analyzed to evaluate improvements in equity and efficiency that potentially could be realized through changes in highway user fees. Sensitivity analyses will be performed throughout the course of this phase to evaluate the most critical factors that affect cost allocation results.

Phase IV—Evaluate Alternative Cost Allocation Procedures

In this phase alternative approaches to highway cost allocation will be evaluated, including application of a

marginal cost approach, analysis of the responsibility of different vehicle classes for external highway costs and benefits, estimates of the overall responsibility of different vehicle classes for highway costs at all levels of government, evaluation of the overall equity of highway user fees imposed by all levels of government, and consideration of applying cost allocation principles to costs and revenues for all surface transportation modes. The level of analysis for these issues will depend on several factors, including the availability of data, the relevance of each issue to broader policy objectives, and the time and resources available to analyze the issues. Docket comments will be considered in evaluating the type and level of analysis required for these and other emerging cost allocation issues.

In addition to comments on this broad study plan, comments also are requested on the following questions that arose from the cost allocation workshop:

1. ISTEA provides greater flexibility in the use of Federal-aid highway funds for transit and other expenditures not directly related to the construction, operation, and maintenance of the highway system. Many of these newly eligible costs are intended to promote broad societal goals that extend beyond transportation goals. Should expenditures of Federal-aid highway funds for such non-transportation costs be allocated to highway users, and if so how? Is there a rationale for allocating certain transit expenditures to highway users and not others? Should all highway users share equally in such costs? Should fuel taxes for deficit reduction be considered in cost allocation, and if so, how?

2. Previous cost allocation studies have been criticized for using different approaches to allocate different types of costs. Should cost allocation methods be varied according to the types of costs and differences in the incidence of those costs among highway users or should the same approach be used for all types of costs?

3. The workshop did not explicitly consider alternative user fees, but user fee issues will be important considerations in the cost allocation study. Several alternative highway user fees were analyzed in the 1982 cost allocation study and in subsequent FHWA studies. Comments are requested on the advantages and disadvantages of potential modifications to the existing user fee structure including new types of fees that might be imposed, on the desirability of maintaining current tax exemptions such as for various

alternative fuels, and on other user fee issues.

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

Issued on: February 3, 1995.

Rodney E. Slater,

Federal Highway Administrator.

[FR Doc. 95-3425 Filed 2-10-95; 8:45 am]

BILLING CODE 4910-22-P

Intelligent Transportation Society of America; Public Meeting

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of public meeting.

SUMMARY: The Intelligent Transportation Society of America (ITS America) will hold a meeting of its Coordinating Council on March 15, 1995. The session is expected to focus on: (1) Federal Intelligent Transportation Systems (ITS) Reports; (2) ITS America Executive Director's Report; (3) Discussion of a White Paper on ITS America's Role in Standards Development; (4) Discussion of a White Paper on an ITS Data Communications Strategy; (5) Report from the Policy and Deployment Task Force; (6) Report from the Commercial Vehicle Operations Committee; (7) ITS America Restructuring Report; (8) Report from the Benefits, Evaluation, and Costs Committee; and (9) Communications and Public Affairs Report. ITS America provides a forum for national discussion and recommendations on ITS activities including programs, research needs, strategic planning, standards, international liaison, and priorities. The charter for the utilization of ITS America establishes this organization as an advisory committee under the Federal Advisory Committee Act (FACA), 5 U.S.C. app. 2, when it provides advice or recommendations to DOT officials on ITS policies and programs. (56 FR 9400, March 6, 1991). **DATES:** The Coordinating Council of ITS America will meet on March 15, 1995, from 8 a.m. to 11:30 a.m., e.t.

ADDRESSES: The Sheraton Washington Hotel, 2660 Woodley Road, NW., Washington, D.C. 20008, (202) 328-2000.

FOR FURTHER INFORMATION CONTACT:

Materials associated with this meeting may be examined at the offices of ITS America, 400 Virginia Avenue, SW., Suite 800, Washington, D.C. 20024. Persons desiring further information or wishing to speak at this meeting should contact Mr. Chris Body at ITS America by telephone at (202) 484-4131, or by FAX at (202) 484-3483. The DOT contact is Mr. Gary Euler, FHWA, HVH-1, 400 Seventh St., SW., Washington, D.C. 20590, (202) 366-2201. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except for Federal holidays.

(23 U.S.C. 315; 49 CFR 1.48)

Issued on: February 3, 1995.

Rodney E. Slater,

Federal Highway Administrator.

[FR Doc. 95-3422 Filed 2-9-95; 8:45 am]

BILLING CODE 4910-22-P

Intelligent Transportation Society of America; Public Meeting

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of public meeting.

SUMMARY: The Intelligent Transportation Society of America (ITS America) will hold a meeting of its Board of Directors on March 17, 1995. The session is expected to focus on: (1) Review and Acceptance of Election Results; Installation of New Board Members; (2) Election of New Officers of the Board of Directors; (3) Report on ITS America Bylaws Revision; (4) Appointment of ITS America Coordinating Council Members; (5) Report of the Board Executive Committee; (6) ITS America Executive Director's Report; (7) Report on Federal Intelligent Transportation Systems (ITS) Initiatives; (8) Report of the ITS America Coordinating Council; (9) Report on the ITS America Fifth

Annual Meeting; (10) Report of the International Liaison Committee, ITS World Congress Planning; (11) Report and Discussion Regarding ITS America Membership Development; (12) Discussion of Responsibility of Boards of Directors; (13) New Board of Directors Committee Appointments; and (14) Report of the ITS America Deployment Task Force. ITS America provides a forum for national discussion and recommendations on ITS activities including programs, research needs, strategic planning, standards, international liaison, and priorities. The charter for the utilization of ITS America establishes this organization as an advisory committee under the Federal Advisory Committee Act (FACA) 5 U.S.C. app. 2, when it provides advice or recommendations to DOT officials on ITS policies and programs. (56 FR 9400, March 6, 1991).

DATES: The Board of Directors of ITS America will meet on March 17, 1995, from 1:30 p.m. to 4 p.m., e.t.

ADDRESSES: Sheraton Washington Hotel, 2660 Woodley Road, N.W., Washington, D.C. 20008, (202) 328-2000.

FOR FURTHER INFORMATION CONTACT:

Materials associated with this meeting may be examined at the offices of ITS America, 400 Virginia Avenue SW., Suite 800, Washington, D.C. 20024.

Persons desiring further information or wishing to speak at this meeting should contact Mr. Chris Body at ITS America by telephone at (202) 484-4131 or by FAX at (202) 484-3483. The DOT contact is Mr. Gary Euler, FHWA, HVH-1, 400 Seventh St., SW., Washington, D.C. 20590, (202) 366-2201. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except for Federal holidays.

(23 U.S.C. 315; 49 CFR 1.48)

Issued on: February 3, 1995.

Rodney E. Slater,

Federal Highway Administrator.

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