

reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at General Mitchell International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On July 26, 1995, the FAA determined that the application to use the revenue from a PFC submitted by Milwaukee County was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 21, 1995.

The following is a brief overview of the application.

*Level of the PFC:* \$3.00

*Actual charge effective date:* May 1, 1995.

*Estimated charge expiration date:* April 1, 1999.

*Total approved net PFC revenue:* \$28,785,277.

*Brief description of proposed project(s):* Sales Assistance in Runway C-1 Area; Realign Runway 7L-25R.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Air Taxi/ Commercial Operators filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the General Mitchell International Airport.

Issued in Des Plaines, Illinois on August 14, 1995.

**Benito De Leon,**

*Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 95-20702 Filed 8-21-95; 8:45 am]

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prepared for a proposed highway project in Flagstaff, Coconino County, Arizona.

**FOR FURTHER INFORMATION CONTACT:**

Kenneth H. Davis, District Engineer, Federal Highway Administration, 234 North Central Avenue, Suite 330, Phoenix, AZ 85004. Telephone: (602) 379-3646.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Arizona Department of Transportation and the City of Flagstaff, will prepare an environmental impact statement (EIS) on a proposal to evaluate alternatives for improving U.S. 180 to alleviate operational and safety problems and to meet the existing and future traffic demands of north-south traffic through the City of Flagstaff.

Several location alternatives are being considered including the "no action" alternative. The "build" alternatives include design variations of grade and alignment, as well as a variety of environmental issues.

Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state and local agencies and to private interest groups.

Upon completion of the draft EIS, one or more public hearings will be held.

A formal scoping message will be held.

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

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: August 14, 1995.

**Kenneth H. Davis,**

*District Engineer, Phoenix, Arizona.*

[FR Doc. 95-20727 Filed 8-21-95; 8:45 am]

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**SUMMARY:** This notice announces a public meeting at which NHTSA will answer questions from the public and the automobile industry regarding the agency's safety performance standards, safety assurance and other programs. In addition, NHTSA will hold a separate public meeting to describe and discuss specific research and development projects.

**DATES:** The Agency's regular, quarterly public meeting relating to its safety performance standards, safety assurance and other programs will be held on September 22, 1995, beginning at 9:30 a.m. and ending at approximately 12:30 p.m. Questions relating to the above programs must be submitted in writing by September 13, 1995, to the address shown below. If sufficient time is available, questions received after the September 13, date may be answered at the meeting. The individual, group or company submitting a question(s) does not have to be present for the question(s) to be answered. A consolidated list of the questions submitted by September 13, 1995, and the issues to be discussed will be mailed to interested persons by September 15, 1995, and will be available at the meeting.

Also, the agency will hold a second public meeting on September 21, devoted exclusively to a presentation of research and development programs. This meeting will begin at 1:30 p.m. and end at approximately 5:00 p.m. That meeting is described more fully in a separate announcement.

**ADDRESSES:** Questions for the September 22, NHTSA Technical Industry Meeting, relating to the agency's safety performance standards and safety assurance programs, should be submitted to Barry Felrice, Associate Administrator for Safety Performance Standards, NPS-01, National Highway Traffic Safety Administration, Room 5401, 400 Seventh Street, SW., Washington, DC 20590. The meeting will be held at the Holiday Inn Capitol, 550 C Street, SW, (Columbia North Room), Washington, DC 20024.

**SUPPLEMENTARY INFORMATION:** NHTSA will hold this regular, quarterly meeting to answer questions from the public and the regulated industries regarding the agency's safety performance standards, safety assurance and other programs. Questions on aspects of the agency's research and development activities that relate to ongoing regulatory actions should be submitted, as in the past, to the agency's Safety Performance Standards Office. The purpose of this meeting is to focus on those phases of NHTSA activities which are technical,

**Federal Highway Administration**

**Environmental Impact Statement:  
Coconino County, AZ**

**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 will be

**National Highway Traffic Safety Administration**

**Safety Performance Standards,  
Research and Safety Assurance  
Programs Meetings**

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

**ACTION:** Notice of NHTSA Industry Meetings.

interpretative or procedural in nature. Transcripts of these meetings will be available for public inspection in the NHTSA Technical Reference Section in Washington, DC, within four weeks after the meeting. Copies of the transcript will then be available at ten cents a page, (length has varied from 100 to 150 pages) upon request to NHTSA Technical Reference Section, Room 5108, 400 Seventh Street, SW., Washington, DC 20590. The Technical Reference Section is open to the public from 9:30 a.m. to 4 p.m.

We would appreciate the questions you send us to be organized by categories to help us to process the questions into agenda form more efficiently.

Sample format as follows:

- I. Rulemaking
  - A. Crashavoidance
  - B. Crashworthiness
  - C. Other Rulemakings
- II. Consumer Information
- III. Miscellaneous

NHTSA will provide auxiliary aids to participants as necessary. Any person desiring assistance of "auxiliary aids" (e.g., sign-language interpreter, telecommunications devices for deaf persons (TDDs), readers, taped texts, Brailled materials, or large print materials and/or a magnifying device), please contact Barbara Carnes on (202) 366-1810, by COB September 11, 1995.

**Barry Felrice,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 95-20785 Filed 8-21-95; 8:45 am]

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[Docket No. 95-8; Notice 2]

### **Spartan Motors, Inc.; Denial of Application for Temporary Exemption From Three Federal Motor Vehicle Safety Standards**

This notice denies the application of Spartan Motors, Inc., of Charlotte, Michigan, to be exempted from three Federal motor vehicle safety standards for light trucks that it converts to electric power. The basis of the application was that an exemption would facilitate the development or field evaluation of a low-emission motor vehicle, and would not unreasonably lower the safety level of the vehicle. The basis of the denial is that Spartan has failed to provide sufficient information upon which a determination can be made that an exemption would not unreasonably lower the vehicle's safety level.

Notice of receipt of the application was published on February 13, 1995 (60

FR 8275) and an opportunity afforded for comment. No comments were received.

Spartan is a Michigan corporation "providing development electric vehicle technology through the application of state of the art traction system and battery technology in commercial applications." It intended to convert new Chevrolet S10 and GMC Sonoma pickup trucks to electric power. It sought exemption for two years from Federal Motor Vehicle Safety Standards Nos. 103, 105, and 301.

With respect to Standard No. 105, *Hydraulic Brake Systems*, Spartan wishes to be exempted from S5.1.1.3 (the third effectiveness test), S5.1.2.1 (partial failure), and S7.7.1, S7.9.1 and S7.9.2 (certain tests at lightly loaded vehicle weight). The curb weight of the vehicle is increased to approximately 4,500 pounds. The weight proportioning between axles is different than that used in the certification testing of the original vehicle. These changes affect the applicability of the testing requirements for lightly loaded vehicle weight. However, the GVWR remains the same as the original rating of 4,900 pounds, and the original vehicle's braking system is not modified. This, in the applicant's view, minimized "the impact of the electric vehicle not meeting the standard."

With respect to Standard No. 301 *Fuel System Integrity*, the applicant noted that "a small tank" is added "for the on board storage of fuel for interior heating."

On February 9, 1995, NHTSA wrote Spartan, asking it to provide further information. The agency noted that:

"\* \* \* the curb weight of a converted vehicle has been increased to 4500 pounds, but that the GVWR remains at 4900 pounds. This means that the pickup truck will be overloaded if the total weight of passengers and cargo exceeds 400 pounds. The agency is concerned that a user of the converted pickup truck would reasonably assume that the vehicle has a much greater carrying capacity than it had in its unmodified form, and would therefore be likely to overload it. This suggests that the GVWR should be increased to a level more commensurate with the probable use of the conversion. This might require some increased capacity to the suspension, tires, and brakes, and possibly modifications to the frame as well. We would appreciate your comments on this issue \* \* \*."

The agency also asked for information on the capacity of the "small tank", and a statement, or diagram, indicating its location as installed. The agency asked for this information within 30 days of its receipt. Spartan did not respond. On May 5, 1995, an agency staff member telephoned Spartan to ask when a

response might be received, and was informed that Spartan no longer intended to engage in electric vehicle conversions. Spartan was asked to submit a letter withdrawing its application so that the application could be mooted and the agency could close its files in this matter. To date, Spartan has not responded to this request either.

In consideration of the foregoing, it is hereby found that the petitioner has not met its burden of persuasion that the exemptions requested would not unreasonably degrade the safety of the vehicles to be exempted, and that an exemption would be in the public interest and consistent with the objectives of 49 U.S.C. Chapter 301. Therefore, the application of Spartan Motors, Inc., for temporary exemption from Motor Vehicle Safety Standards Nos. 103, 105, and 301 is denied. This denial is without prejudice, and Spartan may file a new application in the future if it intends to engage in electric vehicle conversion.

(49 U.S.C. 30113; delegation of authority at 49 CFR 1.50).

Issued on August 16, 1995.

**Ricardo Martinez,**  
*Administrator.*

[FR Doc. 95-20728 Filed 8-21-95; 8:45 am]

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## **DEPARTMENT OF THE TREASURY**

### **Study and Report on the Consumer and Small Business Credit System**

**AGENCY:** Department of the Treasury.

**ACTION:** Request for comment.

**SUMMARY:** The Department of the Treasury (Treasury) requests comment regarding the processes, and the effect of Federal laws on those processes, by which credit is made available for consumers and small businesses. This request for comment is issued in connection with a study required by the Riegle Community Development and Regulatory Improvement Act of 1994.

**DATES:** Comments should be submitted by September 12, 1995.

**ADDRESSES:** Comments should be directed to: Gordon Eastburn, Director, Office of Policy Planning and Analysis, Department of the Treasury, room 3025, 1500 Pennsylvania Avenue, NW., Washington, DC 20220, Attention: Consumer Credit Study.

**FOR FURTHER INFORMATION CONTACT:** Gordon Eastburn, Director, Office of Policy Planning and Analysis, (202) 622-2730.