

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Sacramento Metropolitan Airport, Sacramento, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Sacramento Metropolitan 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).

DATES: Comments must be received on or before March 27, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA. 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA. 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Thomas P. Engel, Director, Department of Airports, County of Sacramento, at the following address: 6900 Airport Boulevard, Sacramento, California 95837. Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Sacramento under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Joseph R. Rodriguez, Supervisor, Planning and Programming Section, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA. 94010-1303, Telephone: (415) 876-2805. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from Sacramento Metropolitan 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 January 22, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the County of Sacramento

was not substantially complete within the requirements of § 158.25 of Part 158. The following are required to complete the application: adequate information to support environmental determinations pursuant to Section 7 of the Endangered Species Act of 1973, as it relates to Terminal Road, Phase 1, and Terminal Road, Phase 2, Projects. The County of Sacramento has not submitted supplemental information to complete this application. The FAA will approve or disapprove the application, in whole or in part, no later than April 19, 1996.

The following is a brief overview of the use application number AWP-97-04-C-00-SMF.

Level of proposed PFC: \$3.00.

Charge effective date: July 1, 1996.

Estimated charge expiration date: June 30, 2026.

Brief description of the impose and use projects: Terminal Roads Phase 1, Aircraft Apron Expansion, Terminal Roads Phase 2A, Terminal Roads Phase 2B, Rehabilitate Existing Roads, Airport System Revenue Bond Issuance Costs, and Debt Service Reserve Funding and Interest Expense for Projects in Passenger Facility Charge Application Number 4.

Total estimated net PFC revenue to be used on these use projects: \$96,224,000.00.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA. 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the County of Sacramento.

Issued in Hawthorne, California, on February 12, 1996.

Robert C. Bloom,

Acting Manager, Airports Division, Western Pacific Region.

[FR Doc. 96-4267 Filed 2-23-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Savannah International Airport, Savannah, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Savannah 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) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before March 27, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Patrick S. Graham, Executive Director of the Savannah Airport Commission, at the following address: 400 Airways Avenue, Savannah, Georgia 31408.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Savannah Airport Commission under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Ms. Catherine M. Nelmus, Program Manager, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747; (404) 305-7148. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Savannah 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 February 15, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Savannah Airport Commission was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 5, 1996. The following is a brief overview of the application.

Level of proposed PFC: \$3.00.

Charge effective date: July 1, 1992.

Proposed charge expiration date: May 31, 2016.

Total estimated PFC revenue for projects in this application: \$1,469,445.

Total estimated PFC revenue for the airport: \$51,378,084.

Application number: 96-02-C-00-SAV.

Brief description of proposed project(s): Revise Master Plan; Helipad; reconstruct runway 9/27; north and south perimeter fence.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxi/commercial operators filing or required to file FAA form 1800-31.

Any person may inspect the application in person at the FAA office listed 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 Savannah Airport Commission.

Issued in Atlanta, Georgia on February 15, 1996.

Dell T. Jernigan,
Manager, Atlanta Airports District Office.

[FR Doc. 96-4265 Filed 2-23-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration, Federal Transit Administration

Participation in the Intelligent Transportation Systems Model Deployment Initiative

AGENCY: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), DOT.

ACTION: Notice; request for participation.

SUMMARY: On January 10, 1996 Secretary of Transportation Federico Peña announced a major Intelligent Transportation Systems (ITS) deployment goal, called Operation TimeSaver, to reduce the travel time of Americans by at least 15 percent through deployment of a complete Intelligent Transportation Infrastructure in 75 of the Nation's largest metropolitan areas. To support this goal, the DOT is seeking applications from public and private sector partnerships to demonstrate and showcase model deployments of a fully integrated, metropolitan-area Intelligent Transportation Infrastructure. These model deployments will demonstrate the benefits of integrated transportation management systems that feature a strong regional, multimodal traveler information services component.

Applications in response to this notice will be assessed, using the selection criteria set forth below, to determine (1) the proposed model deployment's potential for showcasing the benefits of an integrated Intelligent

Transportation Infrastructure in metropolitan areas; (2) the proposed partnership's ability to achieve the goals of the model deployment within the required time frame; (3) the responsiveness of the proposed technical and management approaches for the model deployment; and (4) the appropriateness of the Federal role proposed for the project.

A Request for Information (RFI), published in the Commerce Business Daily on July 31, 1995, requested public comment on the proposed model deployment initiative, along with other issues potentially impacting ITS deployment. Responses to the RFI have been incorporated into this notice, which was developed jointly by the FHWA, the FTA, and the DOT ITS Joint Program Office.

DATES: Applications to participate in the model deployment initiative must be received by 4:00 p.m., e.t. on April 30, 1996.

ADDRESSES: Applications to participate in the model deployment initiative should be submitted directly to the Federal Highway Administration, Office of Traffic Management and ITS Applications, Model Deployment Team, HTV-3, 400 Seventh St. SW., Room 3400, Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Ms. Toni Wilbur, FHWA, Office of Traffic Management and ITS Applications, Model Deployment Team, (202) 366-2199; or Mr. Walter Kulyk, FTA, Office of Mobility Innovation, (202) 366-4991; or Mr. Michael Halladay, ITS Joint Program Office, (202) 366-6503; or Mr. Robert Robel, FHWA Office of Contracts and Procurement, (202) 366-4227; or Ms. Beverly Russell, FHWA, Office of the Chief Counsel, (202) 366-1355, 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: The DOT has a strong interest in improving the performance of the Nation's surface transportation system. Thus, the Department has taken the lead in conducting ITS research, development, and operational testing activities to lay the foundation for the application of existing and emerging communications, surveillance, control strategies, and position location technologies to improve the efficiency of the surface transportation system. In addition, four locations were designated as ITS Priority Corridors by the DOT in March 1993 using the specific criteria contained in Section 6056(b) of the Intermodal Surface Transportation

Efficiency Act of 1991 (ISTEA) Public Law 102-240, 105 Stat. 1914 (1991), as amended. These corridors are—the Northeast Corridor centered along I-95 and stretching through six states from Maryland to Connecticut; a Midwest Corridor centered around the Chicago metropolitan area and stretching from Gary, Indiana, to Milwaukee, Wisconsin; the Houston, Texas, metropolitan area; and a southern California Corridor centered around I-5/I-10 from Los Angeles to San Diego. The ITS Priority Corridors are intended to provide national test beds for ITS systems and technologies, and, over the long term, establish an ITS infrastructure in the Nation's most congested areas that will support continuing deployment of ITS user services.

The DOT will continue to support ITS research, operational testing, and Priority Corridor activities to obtain the performance and technical data needed to support local investment decisions. Early results from this phase of the program have laid the foundation to begin deployment of a range of ITS products and services.

As a next step toward ITS deployment, the DOT is soliciting applications to establish two or three metropolitan area "model deployments" of an Intelligent Transportation Infrastructure that supports integrated transportation management systems and features a strong, regional, multimodal traveler information services component. These model deployments are to be demonstrations and showcases of the measurable benefits resulting from the application of an integrated, region-wide approach to transportation management and the provision of traveler information services. The model deployments will provide improved transportation management and increased levels of service to the traveling public through the integration of the traditional functions of traffic signal control; transit, freeway, and incident management; emergency services management; and regional, multimodal traveler information services. Where appropriate based on local needs, electronic fare payment and electronic toll collection functions should also be included.

It is recognized that interest in participating in the metropolitan area model deployment initiative is high. Due to funding limitations, only two or three sites can be selected, and the metropolitan area model deployment initiative will not be repeated in future years. However, preparation of a well thought-out model deployment application, whether selected for