

Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610, (817) 222-5614.

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 Will Rogers World 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).

On December 28, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport 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 April 17, 1999.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 1, 1999.

Proposed charge expiration date: November 1, 2000.

Total estimated PFC revenue: \$7,465,206.00.

PFC application number: 99-02-C-00-OKC.

Brief description of proposed projects:

Projects To Impose and Use PFC's

Construct ARFF Facility, Construct Southwest Stormwater Detention Facility, Construct Snow Removal Equipment Facility, Aircraft Pavement Rejuvenation, and Emergency Access Road Reconstruction.

Proposed class or classes of air carriers to be exempted from collecting PFC's: Air Taxi/Commercial Operators.

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 office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Will Rogers World Airport.

Issued in Forth Worth, Texas, on December 28, 1998.

Naomi L. Saunders,
Manager, Airports Division.

[FR Doc. 99-994 Filed 1-14-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

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 Thursday, February 4, 1999. The following designations are made for each item: (A) is an "action" item; (I) is an "information item;" and (D) is a "discussion" item. The agenda includes the following: (1) Call to Order and Introductions (I); (2) Statements of Antitrust Compliance and Conflict of Interest (A); (3) Approval of Last Meeting's Minutes (A); (4) Workshop Report-Out; (5) Federal Report (I); (6) President's Report (I); (7) Committee Reports (I): APTS Committee, ARTS Committee, ATIS Committee, ATMS Committee, AVCSS Committee, and BEC Committee; (8) ATMS RTAG Advice (A); (9) Fair Information Principles for ITS/CVO and ITS CVO Interoperability Guiding Principles (A); (10) Selection of Nominees for ITS '99 Awards Banquet (A): Outstanding Technical Committee; Achievement in Research, Development and Innovation; and Achievement in Regional and Corridor Programs; (11) Coordinating Council Governing Document Changes; (12) Automotive Manufacturers Interface Consortium Update; (13) Telematics Suppliers Consortium Update; (15) Adjournment.

DATES: The Coordinating Council of ITS AMERICA will meet on Thursday, February 4, 1999, from 12:00 p.m.-4:00 p.m. (Eastern Standard time).

ADDRESSES: San Antonio Marriott Rivercenter Hotel, 101 Bowie Street, San Antonio, Texas, 78205. Phone number: (210) 223-1000. Fax number: (210) 223-6239.

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 needing further information or to request to speak at this meeting should contact Marlene Vence-

Crampton at ITS AMERICA by telephone at (202) 484-4847, or by Fax at (202) 484-3483.

The DOT contact is Mary Pigott, FHWA, HVH-1, Washington, D.C. 20590, (202) 366-9230. Office hours are from 8:30 a.m. to 5:00 p.m., e.t., Monday through Friday, except for legal holidays. (23 U.S.C. 315; 49 CFR 1.48)

Issued on: January 11, 1999.

Jeffrey Paniati,

Deputy Director, ITS Joint Program Office.

[FR Doc. 99-997 Filed 1-14-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-98-4498; FHWA-95-5]

Comprehensive Truck Size and Weight Study; Availability of Volume III, Scenario Analysis

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; request for comments.

SUMMARY: The FHWA is announcing the availability of a draft of Volume III, Scenario Analysis of the report for the Comprehensive Truck Size and Weight (TS&W) Study (October 1998) for review and comment. The document will be mailed to individuals that have previously expressed an interest in the study.

Volume III presents a description of the analytical framework used to evaluate a set of alternative TS&W options selected for review by the DOT. Data and analytical tools have been developed to evaluate critical impact areas: highway agency costs (pavement preservation, bridge protection and geometric requirements), externalities (safety of the system, environmental quality, energy consumption and traffic flow) and economic impact (rail competitiveness and shipper costs).

For each of five scenarios, the impacts, as delineated above, have been assessed and compared to a status quo baseline. These findings are presented in Volume III. The DOT identified three illustrative core scenarios for initial evaluation. In addition, two policy proposals, initiated by external groups, were targeted for analysis. Scenarios were specified using a building block approach which includes configuration, highway network, and geographic options.

DATES: Comments must be received by March 16, 1999 in order to be considered for inclusion in the final draft of the Volume III document.

ADDRESSES: Your signed, written comments must refer to the docket number appearing at the top of this document and you must submit the comments to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, D.C. 20590-0001. All comments received will be available for examination at the above address between 9 a.m. and 5 p.m., e.t., 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: Ms. Regina McElroy, Office of Policy Development, HPP-10, (202) 366-9216, or Mr. Charles E. Medalen, Office of the Chief Counsel, HCC-20, (202) 366-1354, FHWA, 400 Seventh Street, SW., Washington, D. C. 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

Internet users can access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

Availability of Copy

A copy of draft Volume III may be obtained by contacting Ms. April McCrory, Office of Policy Development, HPP-10, facsimile: (202) 366-7696. It is also available on the FHWA home page at the following Internet address: <http://www.fhwa.dot.gov/reports/tswstudy>.

Background

The DOT currently has under way a Comprehensive TS&W Study. The study was initiated in 1994 by Secretary of Transportation Rodney E. Slater, who was then the Federal Highway Administrator. The study will provide a policy architecture or a fact-based framework for decision makers as they consider the relative impacts of alternative TS&W policy options. Specific policy recommendations are not included in the study.

Volume III of the study focuses on scenario analysis. Five scenarios were analyzed to assess the potential impact of changes in national TS&W policies. Each scenario was compared to a Base Case. The three illustrative scenarios analyzed are: "Uniformity," "North American Trade" and "Longer Combination Vehicles (LCVs) Nationwide." The two policy scenarios analyzed are: H.R. 551, "The Safe Highways and Infrastructure Preservation Act" and "Triples Nationwide."

Base Case

The Base Case retains all features of current law and provides a baseline against which the other scenarios may be compared. It also includes existing grandfather rights and the freeze imposed by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Pub. L. 102-240, 105 Stat. 1914) which restricted the use of LCVs to the types of operations in effect as of June 1, 1991.

Uniformity

Under the Uniformity scenario, current grandfather provisions that now allow some States to retain gross vehicle weight (GVW) and axle weight limits higher than the Federal limits on the Interstate System would be eliminated. This scenario would also extend Federal limits to non-Interstate portions of the National Network (NN) for large trucks, resulting in nationally uniform weight limits on the NN.

North American Trade

The North American Trade scenario is focused on trade among the North American countries. This trade could be facilitated by allowing the operation of six-axle tractor-semitrailer combinations at 97,000 pounds GVW. Under this scenario, a 51,000-pound tridem-axle weight would be allowed. Currently, the weight allowed on a three-axle group is limited by the Federal Bridge Formula. A 51,000-pound tridem-axle weight limit would provide for the legal transportation of 40-foot containers loaded to maximum international weight limits. Because a tridem-axle weight limit of 51,000 pounds would have adverse infrastructure and safety impacts, a 44,000-pound tridem-axle weight limit was also analyzed. Under these limits a six-axle tractor semitrailer combination could operate at 90,000 pounds. In addition, this tridem-axle weight limit could provide a productivity increase for short wheelbase straight trucks.

Longer Combination Vehicles (LCVs)

The LCVs Nationwide scenario explores the impact of lifting the ISTEA freeze on LCVs. The ISTEA included language to prevent the expansion of LCVs into States that did not permit them before June 1, 1991. The Transportation Equity Act for the 21st Century (Pub. L. 105-178, 112 Stat. 107) did not amend or remove the freeze. In this scenario, LCVs would be afforded higher GVW limits than other commercial motor vehicles, subject to their number of axles. All other Federal TS&W controls would remain.

H.R. 551

On February 4, 1997, Representative Oberstar introduced H.R. 551, entitled Safe Highways and Infrastructure Preservation Act of 1997. This bill would phase out trailers longer than 53 feet, freeze State grandfather rights, and freeze weight limits on non-Interstate portions of the National Highway System.

Triples Nationwide

The Triples Nationwide scenario was recommended as a result of outreach efforts. This scenario is a subset of the LCVs Nationwide scenario and would permit the operation of triple-trailer combinations across the country. This scenario focuses on a seven-axle triple-trailer combination which would be permitted to operate nationwide at a GVW of 132,000 pounds.

The scenarios, as well as the impact areas, were selected based on comments received through the study's extensive outreach process. Outreach activities have included: (1) a **Federal Register** notice requesting initial public comment under FHWA Docket No. 95-5 (February 2, 1995, 60 FR 6587); (2) public meetings with representatives of large and small carriers, trucking industry associations, safety advocates and representatives from State and local governments (March 13, 1995, 60 FR 13510); (3) regional focus sessions to secure input from major constituencies and experts; (4) special teleconference sessions addressing issues of importance with our State partners; (5) external review of draft documents by Congress, State representatives and other interested parties prior to finalization; and (6) an Impact Methodology Review Conference (April 30, 1998, 63 FR 23822).

The study approach also reflects extensive internal Departmental coordination. Policy oversight and direction for the study were provided by a DOT Policy Oversight Group (POG). The POG is comprised of executives

from throughout the Department including representatives from the Office of the Secretary of Transportation, FHWA, the Federal Railroad Administration, the National Highway Traffic Safety Administration and the Maritime Administration. In addition to POG oversight, a Multimodal Advisory Group (MAG) was established to ensure that major technical decisions shaping the Study would be made on an intermodal basis. The MAG is comprised of staff-level representatives from throughout the DOT.

The DOT anticipates that the final Comprehensive TS&W Study report will be transmitted to Congress in the spring of 1999. It will include four volumes: Volume I—Executive Summary, Volume II—Issues and Background, Volume III—Scenario Analysis, and Volume IV—Guide to Documentation. A draft version of Volume II was distributed for external review in June 1997.

Authority: 23 U.S.C. 315; 49 U.S.C. 301, 302, and 305; 49 CFR 1.48.

Issued on: January 7, 1999.
Kenneth R. Wykle,
Federal Highway Administrator.
 [FR Doc. 99-934 Filed 1-14-99; 8:45 am]
 BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Delays in Processing of Exemption Applications

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applications delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), RSPA is publishing the following list of exemption applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT: J. Suzanne Hedgepeth, Director, Office of

Hazardous Materials, Exemptions and Approvals, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590-0001, (202) 366-4535.

Key to "Reasons for Delay"

1. Awaiting additional information from applicant.
2. Extensive public comment under review.
3. Application is technically very complex and is of significant impact or precedent-setting and requires extensive analysis.
4. Staff review delayed by other priority issues or volume of exemption applications.

Meaning of Application Number Suffixes

- N—New application.
- M—Modification request.
- PM—Party to application with modification request.

Issued in Washington, DC, on January 8, 1999.

J. Suzanne Hedgepeth,
Director, Office of Hazardous Materials, Exemptions and Approvals.

NEW EXEMPTION APPLICATIONS

Applica-tion No.	Applicant	Reason for delay	Estimated date of com-pletion
11699-N	GEO Specialty Chemicals, Bastrop, LA	4	02/26/1999
11761-N	Vulcan Chemicals, Birmingham, AL	4	02/26/1999
11767-N	Ausimont USA, Inc., Thorofare, NJ	4	02/26/1999
11815-N	Union Pacific Railroad Co., et al., Omaha, NE	4	02/26/1999
11817-N	FIBA Technologies, Inc., Westboro, MA	1, 4	02/26/1999
11862-N	The BOC Group, Murray Hill, NJ	4	02/26/1999
11883-N	Brownie Tank Mfg., Co., Minneapolis, MN	4	02/26/1999
11894-N	Quicksilver Fiberglass Manufacturing, Ltd., Strome, Alberta, CN	4	02/26/1999
11927-N	Alaska Marine Lines, Inc., Seattle, WA	4	02/26/1999
11934-N	UtiliCorp United, Inc., Omaha, NE	4	02/26/1999
11938-N	Steel Shipping Container Institute, Washington, DC	4	02/26/1999
11947-N	Patts Fabrication & Services, Odessa, TX	4	01/26/1999
11954-N	Republic Environmental Systems (PA), Inc., Hatfield, PA	4	02/26/1999
11983-N	Degussa Corporation, Ridgefield Park, NJ	4	03/31/1999
12001-N	Albemarle Corporation, Baton Rouge, LA	4	03/31/1999
12003-N	Degussa Corporation, Ridgefield Park, NJ	4	03/31/1999
12020-N	Rhone-Poulenc, Inc., Shelton, CT	4	03/31/1999
12029-N	NACO Technologies, Lombard, IL	4	03/31/1999
12032-N	Physical Acoustics Quality Services, Lawrenceville, NJ	4	03/31/1999
12033-N	PPG Industries, Inc., Pittsburgh, PA	4	03/31/1999
12051-N	General American Transportation Corporation, Chicago, IL	4	03/31/1999
12063-N	The Hydrocarbon Flow Specialist, Inc., Morgan City, LA	4	03/31/1999
12064-N	Occident Chemical Corp., Webster, TX	4	03/31/1999
12071-N	Pennwalt India Limited, Worli, Mumbai, IN	4	03/31/1999
12072-N	Consani Engineering (PTY) Limited, Cape Province, RA	4	03/31/1999
12073-N	Patriotic Fireworks, North East, MD	4	03/31/1999
12097-N	Qual-X, Inc., Powell, OH	4	01/29/1999
12098-N	Carleton Technologies, Inc., Orchard Park, NY	4	03/31/1999
12102-N	AETS/CWM, Flanders, NJ	4	03/31/1999
12104-N	Hoechst Celanese, Spartanburg, SC	4	03/31/1999
12105-N	Becton Dickinson Microbiology Systems, Sparks, MD	4	03/31/1999
12106-N	Air Liquide America Corporation, Houston, TX	4	03/31/1999
12120-N	The Sherwin-Williams Co., Cleveland, OH	4	03/31/1999