

Issued in Washington, DC on April 12, 2001.

Eric Gabler,
Manager, Passenger Facility Charge Branch.
[FR Doc. 01-9605 Filed 4-17-01; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 01-03-C-00-PIH To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Pocatello Regional Airport, Submitted by the City of Pocatello, Pocatello Regional Airport, Pocatello, ID

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 PFC revenue at Pocatello Regional Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before May 18, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250, Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Len Nelson, Airport Manager, at the following address: P.O. Box 4169, Pocatello, ID 83205.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Pocatello Regional Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Suzanne Lee-Pang, (425) 227-2654, Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250, Renton, Washington 98055-4056. 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 01-03-C-00-PIH to impose and use PFC revenue at Pocatello Regional Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On April 5, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Pocatello, Pocatello Regional Airport, Pocatello, Idaho 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 July 5, 2001.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: September 1, 2001.

Proposed charge expiration date: January 1, 2005.

Total requested for use approval: \$549,967.

Brief description of proposed project: Security Fencing and Automated Security Gates; Snow Removal Equipment Procurement; Rehabilitation of Apron; Airport Signing Project; Terminal Apron Rehabilitation; Aircraft Rescue and Fire Fighting Vehicle; Master Plan; Procurement of Snow Removal Equipment; Main Entrance Road Rehabilitation; Installation of Precision Approach Path Indicators and Runway End Indicator Lights; Apron Rehabilitation; Snow Equipment Storage/Maintenance Building.

Class or classes of air carriers, which the public agency has requested not be required to collect PFC's: Nonscheduled air taxi/commercial operators, utilizing aircraft having a seating capacity of less than 20 passengers.

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, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 315, Renton, WA 98055-4056.

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

Issued in Renton, Washington on April 5, 2001.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 01-9533 Filed 4-17-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

National Intelligent Transportation Systems (ITS) Architecture; New User Service

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: The purpose of this document is to announce that FHWA will begin the incorporation of a new user service, Maintenance and Construction Operations (MCO), into the National ITS Architecture. The need for the MCO User Service was identified by stakeholders of the rural ITS deployment community so that more comprehensive rural regional ITS architectures could be developed. This user service was developed, with stakeholder participation, through development workshops in April 1999 and June 2000 and at a presentation session at the Rural Advanced Transportation Technology Systems (RATTS) conference in August 2000.

FOR FURTHER INFORMATION CONTACT: *For information on National ITS Architecture Development:* Mr. Lee Simmons, (202) 366-8048, ITS Joint Program Office (HOIT-1). *For information on the Maintenance and Construction Operations User Service:* Mr. James Pol, (202) 366-4374, ITS Joint Program Office (HOIT-1), Mr. Michael Freitas, (202) 366-9292, ITS Joint Program Office (HOIT-1). *For Legal Questions:* Ms. Gloria Hardiman-Tobin, (202) 366-1397, Office of the Chief Counsel (HCC-40). 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

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

An electronic copy of the Maintenance and Construction Operations User Service can be retrieved from the ITS web site: <http://www.its.dot.gov>.

Background

The Maintenance and Construction Operations (MCO) User Service describes the need for effectively integrating ITS maintenance and construction services with other ITS services. Generally, key MCO services include monitoring, operating, maintaining, improving, and managing the physical condition of the roadway, associated infrastructure equipment on the roadway, and the available resources necessary to conduct these activities. The functional areas addressed in the Maintenance and Construction Operations User Service are those that involve ITS technologies, integration with other transportation systems that are represented in the National ITS Architecture, and those that will benefit surface transportation efficiency and safety.

The MCO User Service requires ITS-related systems and processes to have the capability to monitor, analyze, and disseminate roadway conditions data for operational, maintenance, and managerial uses. It prescribes the need to coordinate and integrate MCO activities within diverse organizations in order to reduce costs, maintain or improve the efficiency and effectiveness of these activities, and increase the level of reusability of systems and technologies. In spite of its rural origin, the MCO User Service is applicable to urban, interurban, and rural environments.

The focus for the MCO User Service will be on the following four functional areas: 1. *Maintenance Vehicle Fleet Management*: Systems that monitor/track vehicle location, support enhanced routing, scheduling, and dispatching functions, and use on-board diagnostic systems to assist in vehicle operations and maintenance activities. An example would be snow removal equipment dispatch and monitoring systems.

2. *Roadway Management*: Systems that provide automated monitoring of traffic, road surface, and weather conditions (from both roadside components and vehicles), contain coordinated dispatching, perform hazardous road conditions remediation, and have the ability to alert public operating agencies of changes in these conditions.

3. *Work Zone Management and Safety*: Systems that ensure safe roadway operations during construction and other work zone activities and communicate with the traveler.

4. *Roadway Maintenance Conditions and Work Plan Dissemination*: Systems that disseminate/coordinate MCO work

plans to affected personnel/staff within/between public agencies and private sector firms.

Stakeholder Participation

Interested parties are invited to participate in the incorporation of the Maintenance and Construction Operations User Service into the National ITS Architecture. A one day workshop to kick off the new user service effort to incorporate changes into the National ITS Architecture will be scheduled in the near future. If you are interested in participating with us in this effort please contact Mr. James Pol (202) 366-4374, ITS Joint Program Office (HOIT-1), or Mr. Michael Freitas, (202) 366-9292, ITS Joint Program Office (HOIT-1).

Authority: 23 U.S.C. 101, 106, 109, 133, 315, and 508; sec 5206(e), Pub. L. 105-178, 112 Stat. 457 (23 U.S.C. 502 note); and 49 CFR 1.48.

Issued on: April 11, 2001.

Vincent F. Schimmoller,

Deputy Executive Director.

[FR Doc. 01-9539 Filed 4-17-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Granted Buy America Waiver

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of granted Buy America Waiver.

SUMMARY: This waiver allows construction contractors to use Omer heavy-duty parallelogram lifts in vehicle garages without violating the Buy America regulations. It is predicated on the grounds that sufficient competition among suppliers is in the public interest and was granted on February 14, 2001, for the period of two years, or until such time as a second domestic source for the lift becomes available, whichever occurs first. This notice shall insure that the public, particularly potential manufacturers, is aware of this waiver. FTA requests that the public notify it of any relevant changes in the domestic market.

FOR FURTHER INFORMATION PLEASE

CONTACT: Meghan G. Ludtke, FTA Office of Chief Counsel, Room 9316, (202) 366-4011 (telephone) or (202) 366-3809 (fax).

SUPPLEMENTARY INFORMATION: The above-referenced waiver follows:

February 14, 2001.

H. Dean Bouland, Esq.,

Bouland & Brush, LLC, 201 North Charles Street, Suite 2400, Baltimore, Maryland 21201-4105.

Dear Mr. Bouland: This letter responds to the request of your client, Steril-Koni, U.S.A., Inc., for a two-year public interest component waiver from the Buy America regulations for the Omer heavy-duty parallelogram bus lift, which your client currently distributes in the U.S. According to the information you have provided, Steril-Koni supplies these lifts to vehicle garage manufacturers as part of an overall construction contract. Steril-Koni requests this waiver on the grounds that there are only two suppliers marketing such lifts in the U.S. and that sufficient competition of suppliers is in the public interest. For the reasons below, I have determined that a temporary component waiver is in the public interest.

The Federal Transit Administration's (FTA) requirements concerning domestic preference for federally funded transit projects are set forth in 49 U.S.C. 5323(j). However, section 5323(j)(2)(A) states that those requirements shall not apply if doing so would be inconsistent with the public interest. *See also*, 49 CFR 661.7(b). The implementing regulation allows a bidder or supplier to request a public interest waiver "for a specific item or material that is used in the production of a manufactured product." 49 CFR 661.7(g) and 661.9(d). FTA's rule looks at the end product being acquired in a given case. Where the procurement contract is for a garage or maintenance facility, the vehicle lift to be installed in the garage would be a component of that construction contract. See 43 FR 57146 (1978), 46 FR 5809 (1981), 56 FR 928 (1991), and FTA Best Practices Procurement Manual, section 8.1.4 (1/98).

Your client explains that while there are many vehicle lifts on the market, the heavy-duty parallelogram lift has unique features and is not widely produced. Such a lift has a capacity of at least 20,000 lb., as well as an open floor design allowing maximum accessibility to the vehicle from the front, back, and sides. Your client has provided documentation from the Automotive Lift Institute that indicates there are only two suppliers marketing heavy-duty parallelogram bus lifts in the U.S., Steril-Koni and Rotary. Rotary is a U.S. manufacturer and Steril-Koni imports the product from Italy and assembles it in Baltimore, Maryland, using a U.S. labor force. Steril-Koni states that because of this manufacturing process general contractors wishing to purchase its lifts for use in vehicle garages may not do so unless they certify non-compliance with Buy America. Therefore, in order to certify compliance, Steril-Koni believes most contractors are inclined to purchase the lifts from Rotary. Steril-Koni asserts that this situation gives Rotary a monopoly in the U.S. market, and that such a monopoly will have the effect of increasing the price of the lifts, which would not be in the public interest. To support your client's position, you note that, in 1984, FTA granted a public interest waiver to Chrysler Corporation for 15 passenger vans. The vans were produced by only Chrysler and Ford Motor Company, and FTA grantees using