

and use the revenue from a PFC at Pellston Regional Airport of Emmet County 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 February 21, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the County of Emmet 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 May 22, 1996.

The following is a brief overview of the application:

PFC Application No.: 96-04-C-00-PLN
Level of the proposed PFC: \$3.00
Proposed charge effective date: April 1, 1996
Proposed charge expiration date: May 31, 1997

Total estimated PFC revenue: \$27,600.00
Brief description of proposed project(s):
Expand automobile parking lot;
Rehabilitate automobile parking lot;
Rehabilitate Taxiway "B"; Install chain link fence.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: air taxis and charters.

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 County of Emmet.

Issued in Des Plaines, IL, on March 5, 1996.

Benito De Leon,

Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

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Federal Railroad Administration

Notification of Funds Availability for Next Generation High-Speed Rail Corridor Studies

AGENCY: Federal Railroad Administration; Department of Transportation.

SUMMARY: Pursuant to the Department of Transportation and Related Agencies Appropriations Act for Fiscal Year 1996, (Public Law 104-50 (November 15, 1995)), the Federal Railroad Administration (FRA) has \$1 million in next generation high speed rail funds

available for grants to eligible participants for high speed rail corridor planning assistance, including preliminary engineering and operational analysis, and other planning activities. This notice sets forth the criteria by which FRA will make its selection of grant recipients. The FRA strongly supports the advancement of high-speed rail in congested corridors where it can be an important component of a balanced transportation system. Further, FRA believes the development or continuation of high-speed rail in specific corridors should be undertaken as a partnership of states, localities, and the private sector, with support from the Federal government. Pursuant to the Swift Rail Development Act of 1994, (Public Law 103-440 (November 2, 1994)), the Secretary may provide financial assistance to a public agency or group of public agencies for corridor planning for up to 50 percent of the publicly financed costs associated with eligible activities. Not less than 20 percent of the publicly financed costs associated with eligible activities shall come from State and local sources, which State and local sources may not include funds from any Federal programs.

CRITERIA FOR FUNDING: Eligible participants are encouraged to submit a request for this funding which addresses the following criteria:

1. The level of interest in the chosen corridor demonstrated by State, regional, and local governments and elected officials or other interested groups. Interest can be shown by the past and proposed financial commitments and in-kind resources of State and local governments and the private sector.

2. The extent to which the proposed planning focuses on systems which will achieve sustained speeds of 125 mph or greater.

3. The degree of integration of the corridor into metropolitan area and statewide transportation planning.

4. The potential interconnection of the corridor with other parts of the Nation's transportation system, including the interconnection with other countries.

5. The anticipated effect of the corridor on the congestion of other modes of transportation.

6. Whether the work to be funded will aid the efforts of State and local governments to enhance compliance with Federal environmental laws and regulations.

7. The estimated level of ridership and the estimated capital cost of corridor improvements, including the

cost of closing, improving, or separating highway-rail grade crossings.

8. Whether a specific route has been selected, specific improvements identified, and capacity studies completed, and whether the corridor has been designated as a high-speed rail corridor under Section 1010 of the Intermodal Surface Transportation Efficiency Act of 1991, Public Law 102-240 December 18, 1991).

ELIGIBLE PARTICIPANTS: Any state government, local government, organization of state and/or local governments, or any combination of such entities is eligible to apply for funding.

DEADLINE FOR REQUESTS FOR GRANT APPLICATIONS: Eligible participants desiring to apply for this funding, should notify FRA by letter, and FRA will respond initially by providing a standard grant application package. For priority consideration, FRA requests that the completed grant application packages be returned to the below address by June 30, 1996.

ADDRESSES: Applications should be submitted to: Honorable Jolene M. Molitoris, Administrator, Federal Railroad Administration, ATTN: RDV-11, 400 Seventh Street, S.W., Room 8206, Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: John F. Cikota at (202) 366-9332.

Issued in Washington, D.C. on March 5, 1996.

Jolene M. Molitoris,

Federal Railroad Administrator.

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National Highway Traffic Safety Administration

Denial of Petition for a Defect Investigation

This notice sets forth the reason for the denial of a petition submitted to the National Highway Traffic Safety Administration (NHTSA) under 49 U.S.C. § 30162(a)(2) (formerly section 124 of the National Traffic and Motor Vehicle Safety Act of 1966, as amended).

By letter dated July 26, 1995, R. David Pittle, Ph.D., Vice President and Technical Director of Consumers Union (CU), petitioned the Administrator of the National Highway Traffic Safety Administration (NHTSA) to investigate the Century Model 590 child safety seat. Dr. Pittle's request was based on testing conducted for CU by an independent testing facility that utilized the 20-pound test dummy included in the test