

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Bismarck Municipal Airport, Bismarck, ND

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 Bismarck Municipal 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 January 29, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Federal Aviation Administration, Bismarck Airports District Office, 2000 University Drive, Bismarck, ND 58504.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gregory B. Haug, Airport Manager, of the Bismarck Municipal Airport at the following address: Bismarck Municipal Airport, PO Box 991, Bismarck, ND 58502.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Bismarck, ND under § 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Irene R. Porter, Manager, Bismarck Airports District Office, 2000 University Drive, Bismarck, ND 58504, (701) 250-4358. 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 Bismarck Municipal 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 December 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Bismarck, ND 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 March 6, 1996.

The following is a brief overview of the application.

PFC application number: 96-01-C-00-BIS

Level of the proposed PFC: \$3.00
Proposed charge effective date: July 1, 1996

Proposed charge expiration date: June 13, 1997

Total estimated PFC revenue: \$336,388.00

Brief description of proposed project(s): Reconstruct GA and Regional Airline Ramps; Airfield Signage Installation; Replace Rotating Beacon; Part 107 Access Control; Construct Service Roads; Runway Rejuvenation and Construct Blast Pads; Airfield Lighting and Electrical Improvements; SRE Building Addition; Update ALP; EA for Runway 3/21; SRE Acquisition; Apron Reconstruction and Expansion; Drainage Improvements; Installation of Security Fencing; Acquisition of Electronic Declerometer; Master Plan Update; Plans and Specs for the Extension and Widening of Runway 3/21; and return of PFC Application Preparation Costs.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs. Air taxis, filing Form 1800-31, except commuter air carriers.

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 Bismarck Municipal Airport or City of Bismarck offices.

Issued in Des Plaines, Illinois on December 20, 1995.

Benito De Leon,

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

[FR Doc. 95-31418 Filed 12-28-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use a Passenger Facility Charge (PFC) at Orlando International Airport, Orlando, Florida

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 a PFC at Orlando 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).

DATES: Comments must be received on or before January 29, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert B. Bullock, Executive Director of the Greater Orlando Aviation Authority at the following address: One Airport Boulevard, Orlando, Florida 32827-4399.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Greater Orlando Aviation Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Pablo G. Auffant, P.E., Programs Manager, 9677 Tradeport Drive, Suite 130, Orlando, Florida, 32827, 407-648-6586. 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 a PFC at Orlando 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 December 20, 1995, the FAA determined that the application to impose and use a PFC submitted by Greater Orlando Aviation Authority 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 March 21, 1996.

The following is a brief overview of PFC Application No. 96-04-C-00-MCO.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: February 1, 1993.

Proposed charge expiration date: June 1, 1999.

Total estimated PFC revenue: \$98,992,000.

Brief description of proposed project(s): A. Rehabilitation of Automated Guideway Transit Vehicles (Impose and Use).

B. Terminal and Roadway Signage (Impose and Use).

C. Modifications for Americans with Disabilities Act Compliance (Impose and Use).

D. West Ramp High Mast Lighting (Impose and Use).

E. Rehabilitation of Northwest Terminal Support Area Ramp (Impose and Use).

F. Design of Airport Road Interchange and Expansion—East and West (Impose Only).

G. Construction of Airport Road Interchange and Expansion—East and West (Impose Only).

H. Design and Mid-Crossfield Taxiway Bridge Expansion (Impose and Use).

I. Deleted.

J. Expansion of Existing International Facilities (Impose and Use).

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**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Greater Orlando Aviation Authority.

Issued in Orlando, Florida on December 20, 1995.

Charles E. Blair,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 95-31419 Filed 12-28-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Federal Railroad Administration

Federal Transit Administration

Participation in the State Infrastructure Bank Pilot Program

AGENCY: Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and Federal Transit Administration (FTA), Department of Transportation.

ACTION: Notice of Request for Participation.

SUMMARY: This notice invites States to make applications for participation in the State Infrastructure Bank (SIB) Pilot Program established by the National Highway System Designation Act of 1995 (the Act). Pursuant to Section 350 of the Act, USDOT is authorized to enter into agreements with up to ten States to establish State Infrastructure Banks or multistate infrastructure banks. The purpose of this notice is to invite interested parties to participate in the

SIB Pilot Program and to outline the procedures that will be established for designation of States to be included in the Pilot Program.

DATES: Applications for participation will be accepted until Pilot SIBs are designated for ten (10) States. USDOT will begin processing applications as received but will not designate any SIBs until January 29, 1996.

FOR FURTHER INFORMATION CONTACT: Ms. Cynthia Burbank, FHWA Office of Policy Development, (202) 366-9208; Mr. John Paoletta, FRA Office of Policy and Program Development, (202) 366-0380; or Mr. Richard Steinmann, FTA Office of Budget and Policy, (202) 366-4060. Application requests and specific questions regarding the SIB Pilot Program may also be directed to the contact person(s) named in this notice or the Divisional or Regional Offices of FHWA, FRA, or FTA in your State.

SUPPLEMENTARY INFORMATION:

Purpose

President Clinton's vision for sustained economic growth and prosperity and for improving international competitiveness for the Nation means investing in America and its infrastructure. Executive Order 12893 signed by the President in January 1994 reinforced the Administration's position that investment in transportation infrastructure lays the foundation for economic growth in the next century.

The challenge facing USDOT, its modal administrations, States and local governments is finding ways to more effectively employ Federal funds by leveraging existing resources to encourage new investment in transportation infrastructure. USDOT and its modal administrations have accepted this challenge, and through their innovative finance initiatives have encouraged States, local governments and other affected groups to identify and develop innovative financing mechanisms which seek to better manage available resources and create new financing opportunities. States responded with an extensive list of projects and financing ideas. USDOT's Partnership for Investment has used these to develop a wide array of innovative financing mechanisms, including the State Infrastructure Bank proposal, which address the need to leverage scarce Federal and State resources. USDOT approved over 90 projects under the Partnership for Investment.

In response to State requests for greater flexibility, Congress has made a number of changes in Federal surface

transportation financing legislation, including the establishment of a Pilot Program for State Infrastructure Banks through Section 350 of the Act (Pub. L. 104-59, § 350). That section authorizes USDOT to enter into cooperative agreements with up to ten States for the establishment of SIBs or multistate infrastructure banks for making loans and providing other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under the section. The Act requires that the Secretary review the financial condition of each SIB established pursuant to the Act and report to Congress on the results of the review not later than March 1, 1997.

This notice serves to announce the Pilot Program and provide information regarding the Pilot Program, participation qualifications, and application procedures. The Pilot Program and subsequent implementation by designated SIBs will help USDOT determine how to proceed with the SIB concept while simultaneously advancing projects. In addition, it will help USDOT inform Congress about the status of the program, as required under the Act, and how to expand program flexibility for State and local governments.

Definitions

State Infrastructure Bank (SIB)

An infrastructure investment fund established to facilitate and encourage investment in eligible transportation infrastructure projects sponsored by public and/or private entities. Through a SIB, a State can use its initial capital, provided by its Federal-aid highway apportionment, Federal transit allocations, and non-Federal monies, to make loans, provide credit enhancement, serve as a capital reserve for bond or debt financing, subsidize interest rates, issue letters of credit, finance purchase and lease agreements, provide debt financing security, or provide other forms of financial assistance for construction of projects qualified under the Federal-aid highway program and transit capital projects. As the funds are repaid or compensation is provided, the SIB can make new financial assistance available to other projects, continually recycling the initial monies, thus leveraging the initial funds available.

Infrastructure Bank Application Instructions

A series of questions provided by USDOT to be answered by States interested in participating in the SIB Pilot Program. The responses will be