

*Proposed charge expiration date:*  
December 31, 2025.

*Total estimated PFC revenues:*  
\$10,101,700.00.

*Brief description of proposed project:*  
Construct new runway 8-26, including EA, Bond preparation, Land acquisition, Runway lighting, MALS, Connecting taxiway, Associated road relocation and refurbish ARFF building.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: 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 Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 540, 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 Wendover Airport.

Issued in Renton, Washington on February 13, 1996.

David A. Field,

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

[FR Doc. 96-3866 Filed 2-20-96; 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.

**SUMMARY:** This notice extends USDOT's open invitation to 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). This notice also sets a deadline for applications of March 8, 1996. If a State has already filed an application, it may be amended, updated, or replaced at any time prior to the deadline. The USDOT published the initial solicitation for the Pilot Program in the Federal Register on December 28, 1995 (60 FR 67159).

Application instructions were issued on January 8, 1996.

**DATES:** Applications for participation must be postmarked by March 8, 1996.

**FOR FURTHER INFORMATION CONTACT:** Ms. Cynthia Burbank, FHWA Office of Policy Development, (202) 366-9208; Mr. John Paolella, 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 Divisional or Regional Offices of FHWA, FRA, or FTA.

**SUPPLEMENTARY INFORMATION:** The NHS Act requires that the Secretary review the Pilot Program, review the financial condition of each SIB, and provide recommendations to Congress as to whether the program should be expanded or modified. The report to Congress is due no later than March 1, 1997. The December 28, 1995, Federal Register notice (60 FR 67159) describes SIBs and provides Pilot Program application guidance. As of February 2, 1996, the USDOT received applications and letters of intent from more than ten States. Therefore, to provide access to SIB opportunities, to maximize the effectiveness of the Pilot Program, and to ensure that Congress has for review the best examples of the States' ability to employ innovative financing techniques, the USDOT will forego the rolling approval process originally contemplated. Pursuant to Section 350 of the Act, USDOT is authorized to enter into agreements with up to ten States to establish SIBs or multistate infrastructure banks. Based upon the applications received, the USDOT will expedite a criteria-based selection of the Pilot States following the filing deadline.

The USDOT emphasizes the following selection criteria:

1. The types of assistance to be provided by the SIB (e.g., loans, credit enhancements, capital reserves for debt financing, interest rate subsidies, letters of credit);
2. Identification of projects to be advanced as a result of a Pilot designation;
3. Status of any enabling legislation, if required by a State prior to establishing a SIB;
4. How the SIB relates to other innovative financing efforts underway or planned by States;
5. The relationship of the projects proposed for the SIB to the Statewide Transportation Plan, the approved State Transportation Improvement

6. Program (STIP) and any other Federally required plans;
6. How the SIB will more effectively use Federal monies;
7. The sources of funds that will be used to capitalize the SIB (CMAQ and ISTEA demonstration funds cannot be used), including the availability of non-Federal matching funds required by Section 350(e);
8. The proposed institutional framework for the SIB;
9. Proposed mechanisms and internal procedures to monitor and/or track the flow of Federal funds to accounts in the SIB and the State's preferred reporting procedures to USDOT, given that Section 350 requires maintenance of separate accounts for highways and transit; and
10. The use of a SIB to facilitate development of intermodal or multistate projects.

To assist States in completing their applications, additional guidance on these criteria is provided in the SIB application instructions. Interested States should request a copy of these instructions. Copies of the enabling legislation (Section 350) will be provided with the instructions, which are available from the USDOT contact persons referenced in this notice, or any Divisional or Regional Office of FHWA, FRA, or FTA. USDOT and its modal administrations may seek further clarification of SIB applications in writing or through an informal interview process with States.

Authority: Pub. L. 104-59, § 350, 109 Stat. 568, 618-622 (1995).

Issued on: February 14, 1996.  
Rodney E. Slater,  
*Federal Highway Administrator.*

Issued on: February 14, 1996.  
Jolene M. Molitoris,  
*Federal Railroad Administrator.*

Issued on: February 14, 1996.  
Gordon J. Linton,  
*Federal Transit Administrator.*  
[FR Doc. 96-3810 Filed 2-20-96; 8:45 am]  
**BILLING CODE 4910-22-P**

## Federal Transit Administration

### Environmental Impact Statement for Transportation Improvements in the Greenbush Line Corridor in Massachusetts

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of EIS cancellation.

**SUMMARY:** Notice is hereby given that the Federal Transit Administration (FTA) is cancelling its preparation of an