

DOT can provide TIFIA credit assistance. DOT is required to solicit letters of interest and applications for TIFIA credit assistance from interested applicants. DOT has developed forms that provide a way for interested applicants to submit information required by DOT in order for DOT to evaluate that interested applicant's application for TIFIA credit assistance. The forms for the letter of interest and application are available for review at http://www.fhwa.dot.gov/ipd/tifia/guidance_applications/tifia_applications.htm. DOT will use the collected information to evaluate and select recipients for credit assistance as authorized under MAP-21. Applicants may be asked to provide additional supporting evidence or to quantify details during the review and negotiation process on a case-by-case basis.

MAP-21 establishes a multi-step application process for TIFIA credit assistance. This process begins with the submission of a letter of interest and determination of eligibility. Only after a project sponsor has submitted a letter of interest and met all statutory eligibility requirements will the project sponsor be invited to submit an application.

The letter of interest must (i) describe the project and the location, purpose, and cost of the project, (ii) outline the proposed financial plan, including the requested credit assistance and the proposed obligor; (iii) provide a status of environmental review; and (iv) provide information regarding satisfaction of other eligibility requirements of the TIFIA credit program. Letters of Interest will be submitted using the form on the TIFIA Web site: http://www.fhwa.dot.gov/ipd/tifia/guidance_applications/index.htm. DOT has revised the form for the letter of interest to reflect changes made to the TIFIA program by MAP-21. The letter of interest form requires project sponsors to provide information demonstrating satisfaction (or expected satisfaction if permitted by the statute) of each of the eligibility requirements included in MAP-21. DOT estimates that the letter of interest would require approximately 20 hours in each instance to complete.

If a project sponsor is invited to submit an application, DOT estimates that each application will require approximately 100 hours to complete. DOT uses the application to seek a project sponsor's contact information for the applicant entity; project information including name, location, description, rural project description (if applicable), purpose (quantitative/qualitative details), cost and TIFIA credit assistance request, project management and

compliance monitoring plan, maintenance and operations plan. DOT also expects project sponsors to submit information confirming that the project satisfies eligibility requirements including creditworthiness (rate covenant, coverage requirements, investment grade rating(s)), fosters partnerships that attract public and private investment, demonstrates that TIFIA assistance would enable the project to proceed at an earlier date or with reduced lifecycle costs and that TIFIA assistance would reduce the contribution of Federal grant assistance.

Sponsors also must report in the application the status of project environmental review (NEPA), permits and approvals, transportation planning and programming process approvals (STIP and TIP), construction contracting process readiness, and expected project schedule. Project sponsors are required to produce a financial plan including estimated capital project cost, amount and type of credit assistance requested, amount of TIFIA assistance requested, a summary table detailing sources and uses of funds, cash flow pro forma, a supplementary narrative detailing other borrowed funds and revenue sources (including pledged repayment source).

Finally, a project sponsor must indicate in the application the proposed terms for the requested TIFIA credit instrument, reasons for selecting the proposed type(s) of credit instrument, flexibility in financial plan to support a reduced percentage-share of TIFIA credit assistance, risks and mitigation strategies, details on the applicant's organizational structure, including background information and legal authority, organization and management, identity of the entity that will serve as the applicant (public-sector agency or private-sector firm), whether the applicant the same entity as the borrower (detail project team members), prior experience, financial condition, and litigation and/or conflicts.

Issued in Washington, DC, on September 23, 2013.

Sylvia I. Garcia,

Acting Chief Financial Officer and Assistant Secretary for Budget and Programs.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of a Record of Decision

AGENCY: Federal Aviation Administration (FAA).

ACTION: Notice of availability of Record of Decision (ROD).

SUMMARY: The FAA is issuing this notice to advise the public that it has issued a ROD for the Final Environmental Impact Statement (Final EIS) that evaluated the effects of proposed improvements to runway safety areas at the Kodiak Airport. This ROD constitutes the final decision of the FAA regarding the proposed action and summarizes the Final EIS analyses and selected mitigation measures.

ADDRESSES: Copies of the ROD may be viewed online or during regular business hours at the following locations:

1. Online at www.kodiakairports.com.
2. Holmes Johnson Memorial Library, 319 Lower Mill Bay Road, Kodiak, AK 99615. (907) 486-8680.
3. Federal Aviation Administration, Airports Division, 222 W. 7th Avenue, Anchorage, AK 99513-7504. (907) 271-5453.

FOR FURTHER INFORMATION CONTACT:

Leslie Grey, Environmental Protection Specialist, FAA, Alaskan Region, Airports Division, address 222 W. 7th Avenue Box #14, Anchorage, AK 99513. Ms. Grey may be contacted during business hours at (907) 271-5453 (telephone) and (907) 271-2851 (fax), or by email at Leslie.Grey@faa.gov.

SUPPLEMENTARY INFORMATION: In the ROD, the FAA selected the following alternatives for implementation:

- Runway 07/25 Alternative 2 which involves the placement of fill off Runway end 25 and installation of an EMAS bed on the newly constructed landmass.
- Runway 18/36 Alternative 7 which involves a landmass extension to the south beyond Runway end 36, shifting the runway to the south, and placing an Engineered Material Arresting System (EMAS) bed to the north beyond Runway end 18.

Authority: 42 U.S.C. 4321 et seq., 40 CFR Parts 1500-1508.

Issued in Anchorage, Alaska, on September 18, 2013.

Byron K. Huffman,

Manager, Airports Division, Alaskan Region.

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