

Sewers for confined disposal facility.  
**Decision Date:** January 26, 1996.  
**For Further Information Contact:**  
 Robert L. Conrad, Detroit Airports  
 District Office, (313) 487-7295.

**Public Agency:** City of St. Louis  
 Airport Authority, St. Louis, Missouri.  
**Application Number:** 95-02-C-00-STL.

**Application Type:** Impose and use a PFC.

**PFC Level:** \$3.00.

**Total Net PFC Revenue Approved in This Application:** \$80,186,867.

**Estimated Charge Effective Date:**  
 April 1, 1996.

**Estimated Charge Expiration Date:**  
 June 1, 1998.

**Class of Air Carriers Not Required to Collect PFC's:**

Air taxi/commercial operators filing FAA Form 1800-31.

**Determination:** Approved. Based on information submitted in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Lambert—St. Louis International Airport.

**Brief Description of Project Approved for Collection:**

Airport noise land acquisition/relocation program (phase II).  
**Brief Description of Projects Approved for Collection and Use:**

Obstruction removal—Washington Park (phase II), East terminal expansion (phase II), High Speed exits off runway 12L/30R, Main terminal rest room rehabilitation, Family assistance center, Upgrade fire alarm system, Install phase protection, Airfield lighting controls FAA Tower, Seismic risk reduction study, Canopies for exits 6 and 14, Modify traffic distribution main terminal, 800 MHz radio communications system (phases II, III, and IV), Taxiway connector from runway 12R/30L to taxiway P, C taxiway connector, Security card access system, East apron III-B and glycol recovery system, West apron at taxiway Delta, Concourse B and C connector, Federal Inspection Service vertical transportation, Airport flight information display system.

**Brief Description of Disapproved Projects:**

Differential Global Positioning System (GPS) for non-precision approaches.

**Determination:** Disapproved for the collection of PFC revenue. This project

has been determined not to be justified under PFC criteria. The requested GPS differential ground station equipment is not required for a non-precision approach, is not yet approved by the FAA for installation, and may be provided in the future by the FAA. In addition, use of GPS receivers by safety equipment on the airport is not required by Part 139. Accordingly, the project is disapproved for the collection of PFC revenue.

As built drawings for fire protection system.

**Determination:** Disapproved for the collection and use of PFC revenue. This project has been determined to be ineligible under AIP criteria. This project fails to meet the requirements of paragraph 406 of FAA Order 5100.38A, Airport Improvement Program Handbook (October 24, 1989) for a planning project. Accordingly, the project is disapproved for the collection and use of PFC revenue.

**Decision Date:** January 31, 1996.

**For Further Information Contact:**  
 Lorna K. Sandridge, Central Region  
 Airports Division, (816) 426-4730.

#### AMENDMENTS TO PFC APPROVALS

Amendment No. city, state	Amendment approved date	Amended approved net PFC revenue	Original approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
93-01-C-01-PUB Pueblo, CO .....	1/2/96	\$164,376	\$1,200,745	08/01/10	09/01/99
92-01-C-02-MSO Missoula, MT .....	1/2/96	2,049,300	1,782,000	08/01/97	09/01/97

Issued in Washington, DC on 2/14/96.  
 Donna P. Taylor,  
 Manager, Passenger Facility Charge Branch.  
 [FR Doc. 95-3864 Filed 2-20-96; 8:45 am]  
**BILLING CODE 4910-13-M**

#### **Notice of Intent To Rule on Application (#96-01-I-00-ENV) to Impose a Passenger Facility Charge (PFC) at Wendover Airport, Submitted by Wendover Airport Board/City of Wendover, Wendover, Utah**

**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 a PFC at Wendover 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 March 22, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216-6026.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Chris Melville, Airport Manager at the following address: Wendover Airport Board/City of Wendover, 345 Airport Avenue, P.O. Box 326, Wendover, UT 84083.

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

**FOR FURTHER INFORMATION CONTACT:**  
 Mr. Chris Schaffer, (303) 286-5525;  
 Denver Airports District Office, DEN-

ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216-6026. 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 (#96-01-I-00-ENV) to impose a PFC at Wendover Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On February 13, 1996, the FAA determined that the application to impose a PFC submitted by the Wendover Airport Board, Wendover, Utah, 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 17, 1996.

The following is a brief overview of the application.

**Level of the proposed PFC:** \$3.00.

**Proposed charge effective date:**  
 August 1, 1996.

*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, MALSR, 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 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 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

- 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