

*Level of the PFC:* \$3.00.

*Actual charge effective date:* June 1, 1995.

*Estimated charge expiration date:* December 31, 1998.

*Total approved net PFC revenue:* \$215,820.00.

*Brief description of proposed projects:* Install sanitary sewer; rehabilitate Runway 1/19, including HIRL and signs; install PAPI and REIL's (Runway 19); construct and light Taxiway "H", GA apron and GA access road.

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

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 Dickinson County Board of Commissioners.

Issued in Des Plaines, Illinois, on May 3, 1996.

Benito DeLeon,

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

[FR Doc. 96-11731 Filed 5-9-96; 8:45 am]

BILLING CODE 4910-13-M

# **Notice of Intent To Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Marquette County Airport, Marquette, Michigan**

**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 Marquette County Airport 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).

**DATES:** Comments must be received on or before June 10, 1996.

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

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, MI 48111.

In addition, one copy of any comments submitted to the FAA must

be mailed or delivered to Mr. Harold R. Pawley, Airport Manager, of the Marquette County Airport at the following address: Marquette County Airport, 198-B Airport Road, Negaunee, MI 49866-9669.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Marquette County Airport under Section 158.23 of Part 158.

## **FOR FURTHER INFORMATION CONTACT:**

Mr. Jon Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7281). 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 Marquette County Airport 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 April 23, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by Marquette County Airport 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 July 9, 1996.

The following is a brief overview of the application.

*PFC Application No.:* 96-03-C-00-MQT.

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

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

*Proposed charge expiration date:* September 1, 1996.

*Total estimated PFC revenue:* \$32,500.00.

*Brief description of proposed project(s):* Purchase snow removal equipment.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: 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 Marquette, Michigan.

Issued in Des Plaines, Illinois, on May 3, 1996.

Benito DeLeon,

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

[FR Doc. 96-11732 Filed 5-9-96; 8:45 am]

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## **Federal Highway Administration**

### **Supplemental Environmental Impact Statement: Lane County, Oregon**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent to supplement a final environmental impact statement.

**SUMMARY:** The FHWA is issuing this notice to advise all concerned that a supplement to the final environmental impact statement will be prepared for the West 11th Street-Garfield Street, Florence-Eugene Highway (known locally as the West Eugene Parkway) in Lane County, Oregon.

**FOR FURTHER INFORMATION CONTACT:** Elton Chang, Environmental Engineer, Federal Highway Administration, 530 Center Street N.E., Room 100, Salem, Oregon, 97301, Telephone: (503) 399-5749, Fax (503) 399-5838.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Oregon Department of Transportation and the City of Eugene Public Works Department will prepare a supplement to the final environmental impact statement (FEIS) on the proposal to construct an approximately 9.3 kilometers (5.8 miles) east-west thoroughfare as an extension of the 6th and 7th couplet on a new alignment in the City of Eugene. The original FEIS (FHWA-OR-EIS-85-05-F) for this roadway was approved on November 20, 1989 and the Record of Decision (ROD) signed on April 4, 1990. The final EIS followed a draft EIS dated October 3, 1985 and a supplemental draft EIS dated June 5, 1986. All three environmental documents were reviewed by the public and interested agencies. The new roadway would start in the east at Garfield Street and the 6th and 7th Streets couplet near Highway 99W and terminate in the west with a connection to Route 126 approximately 1.1 kilometers (0.7 miles) west of the Oak Hill railroad overpass in Lane County, Oregon. In general, the new roadway would have four 3.6-meter (12-foot) wide travel lanes and a parkway-type design that would include a 4.3-meter (14-foot) wide landscaped median with 1.2-meter (4-foot) inside shoulders for both roadways, and 2.4-meter (8-foot) wide shoulder/bike lanes on the

outside of the travel lanes. This roadway is an important linkage between Highway 126 in the west and I-105/I-5 in east Eugene. The need for an east-west limited access thoroughfare has been documented in land use and transportation plans since 1959 to serve the existing and projected traffic demand resulting from the growth projected in the industrial development of west Eugene. In addition, the parkway would serve the growth in residential development in the Bethel-Danebo Neighborhood to the north of the proposed roadway. Since the approval of the final EIS and the selection of Alternative 1 (Modified) for design and the signing of the ROD in 1990, additional coordination and consultation have been done with environmental agencies to avoid and minimize project impacts to rare, threatened and endangered species and their habitats found in the project area. As a result of this consultation, a design modification has been proposed for the western 5.2 kilometers (3.25 miles) of the adopted project (slightly east of Terry Street to Highway 126). The approved design for the West Eugene Parkway (WEP) that was south of and parallel to the Southern Pacific railroad line is proposed to be shifted north of and parallel to the railroad. Initial analysis (October 1994) of the northern design option has found that there would be less direct impacts on the Willamette Valley wet prairie wetlands, a rare habitat type, and the direct impacts to the Western pond turtles, a sensitive species, would be eliminated.

In addition, recent traffic analysis from the City of Eugene has shown that projected traffic for local streets, Highway 99W and the eastern portion of the WEP can best be served by a minor design modification in the intersection with Highway 99W and the approved project. The northbound 99W connection to the westbound new WEP is now proposed to be made by an elevated structure rather than at grade to maintain an acceptable level-of-service. These two minor design modifications are being proposed to the approved project to further reduce the impacts found in the final EIS. The impacts of the modifications will be examined in greater detail in the proposed supplemental EIS.

Newsletters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. Two public meetings will be held in Eugene during May/June, 1996 to identify issues

that should be addressed and an additional meeting will be held during the summer to describe preliminary findings of the technical studies. In addition, a public hearing will be held following the distribution of the draft supplemental EIS for public and agency review. Public notice will be given of the times and places of all meetings and hearings. No formal scoping meeting will be held. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the supplemental EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal Programs and activities apply to this program.)

Issued on: May 1, 1996.

Elton Chang,

*Environmental Engineer, Federal Highway Administration.*

[FR Doc. 96-11657 Filed 5-9-96; 8:45 am]

BILLING CODE 4910-22-M

## National Highway Traffic Safety Administration

[NHTSA Docket No. 96-042-No1]

### Motor Vehicle Occupant Safety Survey (II)

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice and request for comments on data collection.

**SUMMARY:** NHTSA's purpose in conducting this survey is to assist the Agency in fulfilling its Congressional mandate to reduce the injuries, fatalities, and economic loss resulting from motor vehicle crashes. There is overwhelming evidence that the regular and proper use of safety devices such as safety belts, child safety seats, and helmets is effective in reducing injuries and fatalities in vehicle crashes. It is, therefore, important that effective strategies be developed to promote the use of such devices. To understand how best to encourage use of these safety devices, NHTSA needs up-to-date information on the patterns of their use and reasons for non-use by the public. By collecting these data, NHTSA will be able to determine where its efforts should be targeted and where new strategies may be needed.

**DATES:** Written comments must be submitted on or before June 28, 1996.

**ADDRESSES:** Direct all written comments to National Highway Traffic Safety Administration, Docket Section, Room 5111, Docket # 96-042-No1, 400 Seventh Street, S.W., Washington, D.C. 20590.

**FOR FURTHER INFORMATION CONTACT:** Mr. Alan Block, Contracting Officer's Technical Representative, Office of Program Development and Evaluation (NTS-31), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Room 6240, Washington, D.C. 20590.

### SUPPLEMENTARY INFORMATION:

#### I. Abstract

The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

During the late 1960s and early 1970s, more than 50,000 persons were killed each year in motor vehicle crashes in the United States. Diverse approaches were taken to address the problem. Vehicle safety designs and features were improved; restraint devices were improved; safety behaviors were mandated in state legislation (including safety belt use, child safety seat use, and motorcycle helmet use); alcohol-related legislation was enacted; this legislation was enforced; public information and education activities were widely implemented; and roadways were improved.

As a result of these interventions and improvements, crash fatalities dropped significantly. By 1994, total fatalities had fallen to 40,676, representing a 20% decline from 1966. In addition, the resident population and the number of vehicle miles traveled increased greatly over the past 25 years. When fatality rates are computed per 100,000 population, the rate for 1994 (15.62) was more than 40 percent lower than the 1966 rate (26.02). In sum, heightened highway safety activity conducted over the past two decades corresponds with major strides in reducing traffic fatalities.

Remaining barriers to safety will be more resistant to programmatic influences now that the easy gains have already been accomplished. Up-to-date information is essential to plot the direction of future activity that will