

## LAND USE MEASURES—Continued

Land use control number	Description	NCP pages
5 .....	It is recommended that procedures be implemented to factor noise compatibility considerations into the project review process of local planning commissions, Boards of Adjustment and staff review of land development proposals. This measure would include the development of specific checklist items relating to issues of noise compatibility and a map showing the area where noise compatibility issues are critical. FAA Action: Approved.	Pg. 48 and Tables 13 & 15.
6 .....	It is recommended that the Broadmoor Estates Mobile Home Park be considered for voluntary fee simple acquisition and the present occupants be relocated to other compatible locations not impacted by aircraft related noise. This would remove approximately 210 residences (incompatible land uses) from high noise contour areas. FAA Action: Approved.	Pgs. 50–51; Exhibit 13; and Tables 13 & 15.
7 .....	It is recommended that a voluntary purchase program be implemented for the acquisition of all 52 existing single-family residential units in The Cascades, depending upon the extent of neighborhood disruption, and 17 existing predominantly mobile homes located near the eastern terminus of Sullivan Road. This would remove these residences from high noise contour areas. FAA Action: Approved as a voluntary measure.	Pgs. 49–52; Exhibit 13; and Tables 13 & 15.
8 .....	Acquisition is recommended for three parcels of undeveloped land located almost entirely within the 65dB contour: west of Capitol Circle S.W., south of Jackson Bluff Road, and north of Lake Cascade that has the potential for residential development. This will provide positive control over land use within high noise contour areas or land available for potential residential development. FAA Action: Approved. This measure is subject to a determination at the time of implementation that the purchase is necessary to prevent new noncompatible development because noncompatible development on the vacant land is highly likely and local land use controls will not prevent such development.	Pgs. 52–53; Exhibit 13; and Tables 13 & 15.
9 .....	It is recommended that as a final option, owners of noise impacted property who either opt not to participate in the voluntary purchase program, or whose dwellings are not technologically or financially feasible to undergo soundproofing will be offered the opportunity to sell an avigation easement to the airport. The avigation easement purchase offer will be made only after the completion of the voluntary purchase program and the residential soundproofing program is completed. This will provide protection to the airport from litigation and will provide notification to future residents of noise exposure. FAA Action: Approved.	Pgs. 53–54; Exhibit 13; and Tables 13 & 15.
10 .....	It is recommended that soundproofing should be offered as an option to owners of permanent residential structures located within the DNL 65dB voluntary purchase areas, if in doing so, it is both technologically feasible and cost efficient. The soundproofing option would not commence until completion of the voluntary acquisition program. Mobile homes would not be eligible. This would address impacts on existing residences and result in notification of future residents of noise impacts. In exchange for the soundproofing, the residents will be required to dedicate an easement and nonsuite covenant to the airport. FAA Action: Approved.	Pgs. 54–55; Exhibit 13; and Tables 13 & 15.
11 .....	It is recommended that the City of Tallahassee and Leon County should continue practicing environmental land use controls during their development review process. This supports the prohibition of residential land use within noise impacted portions of the study area. FAA Action: Approved.	Pg. 46 and Tables 13 & 15.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on December 20, 1996. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative office of the City of Tallahassee, Florida.

Issued in Orlando, Florida on February 4, 1997.

Charles E. Blair,

Manager, Orlando Airports District Office.

[FR Doc. 97–4204 Filed 2–19–97; 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 La Crosse Municipal Airport, La Crosse, Wisconsin**

**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 La Crosse 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 March 24, 1997.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Eldon L. Steele, Airport Manager of the La Crosse Municipal Airport at the following address: La Crosse Municipal Airport, 2850 Airport Road, La Crosse, WI 54603.

Air carriers and foreign air carriers may submit copies of written comments

previously provided to the City of La Crosse under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:**

Sandra E. DePottet, Program Manager, Minneapolis Airports District Office, 6020 28th Avenue South, room 102, Minneapolis, MN 55450, 612–713–4363. 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 La Crosse 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 February 5, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of La Crosse 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 May 22, 1997.

The following is a brief overview of the application.

*PFC application number:* 97-03-00-LSE.

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

*Proposed charge effective date:* June 1, 1997.

*Proposed charge expiration date:* August 1, 1998.

*Total estimated PFC revenue:* \$315,000.

*Brief description of proposed project(s):* Acquire snow removal equipment (two snow plow trucks); Pavement evaluation and management system study; Airport Layout Plan update; PFC administration.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* no request to exclude 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 City of La Crosse.

Issued in Des Plaines, IL, on February 12, 1997.

Benito De Leon,

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

[FR Doc. 97-4207 Filed 2-19-97; 8:45 am]

BILLING CODE 4910-13-M

## National Highway Traffic Safety Administration

### Discretionary Cooperative Agreements to Support the Demonstration and Evaluation of Innovative Alcohol-Impaired Driving Projects

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

**ACTION:** Announcement of discretionary cooperative agreement program to support the demonstration and evaluation of Innovative Alcohol-Impaired Driving Projects.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to demonstrate and evaluate innovative projects aimed at reducing alcohol-impaired fatalities.

The goal of NHTSA's Impaired Driving program is to reduce alcohol-related fatalities to 11,000 by the year 2005. While progress has been made in reducing alcohol-related fatalities in the last ten years, more innovative programs

with potential to achieve dramatic declines in alcohol-impaired driving fatalities are needed to reach this national goal. This cooperative agreement program is to support the development of innovative projects or new approaches that have potential to substantially reduce alcohol-related fatalities, injuries and crashes.

NHTSA anticipates funding several innovative demonstration projects for a period of two years under this announcement.

This notice solicits pre-applications from public and private, non-profit and for-profit organizations, state and local governments and their agencies. Interested applicants must submit a pre-application package as further described in the Pre-Application Procedures section of this notice. The pre-applications will be evaluated to identify those that warrant further development. Only selected pre-applicants will be invited to submit a full application.

**DATES:** Pre-applications must be received at the office designated below on or before 3:00 pm April 1, 1997.

**ADDRESSES:** Pre-applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Rose Watson, 400 7th Street, S.W., Room 5301, Washington, D.C. 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-97-H-05072.

#### FOR FURTHER INFORMATION CONTACT:

General administrative questions may be directed to Rose Watson, Office of Contracts and Procurement at (202-366-9557). Programmatic questions relating to this cooperative agreement program should be directed to Valerie Gompf, Impaired Driving Division, NHTSA, 400 7th Street, SW (NTS-11), Washington, DC 20590 by e-mail at [vgompf@nhtsa.dot.gov](mailto:vgompf@nhtsa.dot.gov) or by phone (202-366-2702). Interested applicants are advised that no separate pre-application package exists beyond the contents of this announcement.

#### SUPPLEMENTARY INFORMATION:

##### Background

The goal of NHTSA's Impaired Driving program is to reduce alcohol-related fatalities to 11,000 by the year 2005. Progress has been made in reducing alcohol-related fatalities in the last ten years. The proportion of traffic fatalities involving alcohol has dropped to 41 percent in 1995, from 52 percent in 1985. The 17,274 alcohol-related fatalities in 1995 (41 percent of total traffic fatalities for the year) represent a

24 percent reduction from the 22,720 alcohol-related fatalities reported in 1985 (52 percent of the total).

From 1985 to 1995 intoxication rates decreased for drivers of all age groups involved in fatal crashes, with the youngest and oldest drivers experiencing the largest decreases. For drivers 65 and older, intoxication rates dropped from 7.6 percent in 1985 to 5.0 percent in 1995 (a decline of 34 percent); for drivers 16 to 20 years of age, intoxication rates dropped by 47 percent (from 23.9 percent in 1985 to 12.7 percent in 1995).

The highest intoxication rates in fatal crashes in 1995 were recorded for drivers 21-24 years old (27.8 percent), followed by ages 25-34 (26.8 percent) and 35-44 (22.8 percent). These three age groups have also shown the smallest reductions since 1985 (21.3 percent, 17.3 percent and 6.0 percent, respectively).

Safety belts were used by only about 17.5 percent of the fatally injured intoxicated drivers (blood alcohol concentration (BAC) of 0.10 g/dl or greater), compared to 29.1 percent of fatally injured impaired drivers (BAC between 0.01 g/dl and 0.09 g/dl) and 44.6 percent of fatally injured sober drivers (no alcohol).

Innovations in enforcement, alternative sanctions, public education, alcohol screening and treatment, prevention, technology and the passage of tougher legislation have all contributed to this decline. While it is clear that the nation has made progress in reducing alcohol-related fatalities, more needs to be done in order to continue making significant gains. It will take new ideas, creative approaches, innovative programs, new partners, and new or improved technologies to significantly lower the number of alcohol-related deaths. The national goal will not be met without expanding beyond the current state-of-the-art in these areas.

#### Partners in Progress

To explore how to achieve this national goal, NHTSA convened a group of over 100 people for the Partners in Progress meeting in February 1995. The group developed over 100 strategies to address the goal. In January 1996, NHTSA convened an Implementation Group to develop an action plan to make quantum leaps toward this goal. The Implementation Group met several times over the course of a year and drafted an "Impaired Driving Guide for Action," which included the following seven countermeasure areas:

- (1) public education;
- (2) individual responsibility;