

8. Are there alternatives to a tug-of-opportunity system? What are the costs/benefits of these alternatives and why are they more cost-effective? What specific resources and funding do they require?

9. If you represent an ocean carrier or towing company that routinely transits the Strait of Juan de Fuca or the Washington coast, do your vessels currently observe the IMO approved area to be avoided (ATBA) off the Washington coast? When your vessels transit along the Washington coast, how far off shore do they routinely transit?

All respondents are requested to please identify their status or affiliation in the marine industry, if any, and please provide the basis upon which costs were calculated.

Dated: March 28, 1996.

J. C. Card,

*Rear Admiral, U.S. Coast Guard, Chief, Marine Safety and Environmental Protection Directorate.*

[FR Doc. 96-8354 Filed 4-3-96; 8:45 am]

BILLING CODE 4910-14-M

## Federal Aviation Administration

### Federal Aviation Administration Life Cycle Acquisition Management System

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of availability.

**SUMMARY:** This notice announces the availability of FAA's new Acquisition Management System, which is effective April 1. This document contains policy guidance that implements the FY 1996 Transportation Appropriation Bill, signed by President Clinton in November 1995, that gave FAA an exemption from acquisition laws and provided authority to create a flexible, more cost effective system. Guidance is focused on the acquisition management system, the life cycle acquisition process, the procurement system and process, and an acquisition work force learning system. Acquisitions are handled by integrated product teams, who provide support through all stages of the process.

**EFFECTIVE DATE:** April 1, 1996.

**FOR FURTHER INFORMATION CONTACT:** FAA Hotline number 202/267-7029.

**SUPPLEMENTARY INFORMATION:** Internet Home Page: [http://www.faa.gov/asu/asu100/acq-reform/acq\\_\\_home.htm](http://www.faa.gov/asu/asu100/acq-reform/acq__home.htm)

#### Background

The 1996 Department of Transportation Appropriations Act, Public Law 104-50, signed by the President on November 22, 1995,

required the FAA to "develop an acquisition management system that addresses the unique needs of the agency and, at a minimum, provides for more timely and cost-effective acquisitions of equipment and materials." FAA was directed to create this system "notwithstanding provisions of Federal acquisition law." A team of FAA employees designed a new system with input from industry, the aviation community, and other government agencies. The provisions in the FAA Acquisition Management System take effect on April 1, 1996. The information collection associated with this system is approved under OMB control number 2120-0595. This is an emergency clearance through June 30, 1996. The FAA will be accepting comments on this system until April 22 and submitting a request at that time for a three year clearance. When the clearance is received, the expiration date will be published in the Federal Register. Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

Issued in Washington, DC, on March 29, 1996.

Gilbert B. Devey, Jr.,

*Deputy Director, Office of Acquisitions.*

[FR Doc. 96-8245 Filed 4-1-96; 10:08 am]

BILLING CODE 4910-13-M

## Federal Transit Administration

### Transfer of Federally Assisted Land or Facility

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

**ACTION:** Notice of intent to transfer Federally assisted land or facility.

**SUMMARY:** The Federal Transit Laws permit the Administrator of the Federal Transit Administration (FTA) to authorize a recipient of FTA funds to transfer land or a facility to a public body for any public purpose with no further obligation to the Federal Government if, among other things, no Federal agency is interested in acquiring the asset for Federal use. Accordingly, FTA is issuing this Notice to advise Federal agencies that the Rochester-Genesee Regional Transportation Authority intends to transfer a parcel of land, located at 105 Barrington Street in Rochester, New York to the City of Rochester.

**EFFECTIVE DATE:** Any Federal agency interested in acquiring the land or facility must notify the FTA, Region II, of its interest, by May 6, 1996.

**ADDRESSES:** Interested parties should notify the Regional Office by writing the Federal Transit Administration, 26 Federal Plaza, Suite 2940, New York, NY 10278.

**FOR FURTHER INFORMATION CONTACT:** Hans Point Du Jour, FTA, Region II, 212-264-8162 or Ann Catlin, Office of Grants Management at 202/366-1647.

#### SUPPLEMENTARY INFORMATION:

##### Background

49 U.S.C. section 5334(g) (formerly, Section 12(k) of the FT Act, as amended) provides guidance on the transfer of capital assets. Specifically, if a recipient of FTA assistance determines that capital assets (including land) acquired, in whole or part, with such assistance are no longer needed for the purposes for which they were acquired, the Administrator may authorize the transfer of such assets to any public body to be used for any public purpose with no further obligation to the Federal Government.

##### Section 5334(g) Determinations

The provision also provides that before the FTA may authorize such a transfer, the FTA must first determine that:

(A) The asset being transferred will remain in public use for not less than 5 years after the date of the transfer;

(B) There are no purposes eligible for assistance under the Federal Transit Laws for which the asset should be used;

(C) The overall benefit of allowing the transfer outweighs the Federal Government interest in liquidation and return of the Federal financial interest in the asset, after consideration of fair market value and other factors; and

(D) In any case in which the asset is a facility or land, there is no interest in acquiring the asset for Federal use.

##### Federal Interest in Acquiring Land or Facility

This document implements the requirements of 49 U.S.C. section 5334(g)(1)(D). Accordingly, FTA hereby provides notice of the availability of the land or facility further described below. Any Federal agency interested in acquiring the affected land or facility should promptly notify the FTA.

If no Federal agency is interested in acquiring the existing land or facility, FTA will make certain that the other requirements specified in section 49 U.S.C. section 5334(g)(1) (A) through (C) are met before permitting the asset to be transferred.

**Additional Description of Land or Facility**

The parcel of land is located at 105 Barrington Street, Rochester, New York, and having an area of approximately 9,585 sq. ft. The land is currently used as a neighborhood park with a brick walkway and two metal benches as improvements.

Issued on: March 20, 1996.

Thomas J. Ryan,

*Regional Administrator.*

[FR Doc. 96-8337 Filed 4-3-96; 8:45 am]

BILLING CODE 4910-57-P

**National Highway Traffic Safety Administration****Discretionary Cooperative Agreements to Support the Demonstration and Evaluation of Safe Communities Programs**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Announcement of discretionary cooperative agreements to support the demonstration and evaluation of Safe Communities programs.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to demonstrate and evaluate the effectiveness of the Safe Communities concept for traffic safety initiatives. The Safe Communities program offers communities a new way to control traffic injuries. This approval recognizes that traffic-related deaths and injuries are primarily a local community problem. The Safe Communities program adopts a comprehensive injury control approach to address traffic injury problems within the context of all injuries. Recognizing that traffic fatalities are only a small part of the total traffic injury problem, it focuses on injuries (as opposed to fatalities) to define the traffic safety problem, and asks who is paying the costs of the injuries. Four characteristics define the Safe Communities approach: data linkage, expanded partnerships, citizen involvement in setting priorities, and integrated and comprehensive injury control.

This notice solicits applications from public and private, non-profit, not-for-profit and commercial organizations, governments and their agencies, or a consortium of these organizations that are interested in developing, implementing and evaluating the Safe Communities approach in their community. The funds from this program may only be used to support

traffic safety activities within the larger context of community injury control efforts. NHTSA anticipates awarding two (2) demonstration and evaluation projects for a period of three years as a result of this announcement.

**DATES:** Applications must be received at the office designated below on or before June 4, 1996.

**ADDRESSES:** Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Amy Poling, 400 7th Street, S.W., Room 5301, Washington, D.C. 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-96-H-05166. Interested applicants are advised that no separate package exists beyond the contents of this announcement.

**FOR FURTHER INFORMATION CONTACT:** General administrative questions may be directed to Amy Poling, Office of Contracts and Procurement, at (202)-366-9552. Programmatic questions relating to this cooperative agreement program should be directed to Dr. Maria E. Vegega, Policy Advisor, Traffic Safety Programs, NHTSA, Room 5125 (NTS-01), 400 7th Street, S.W., Washington, D.C. 20590 (202) 366-1755, or by e-mail at mvegega@nhtsa.dot.gov.

**SUPPLEMENTARY INFORMATION:****Background**

The past several decades witnessed dramatic advances in medical care and shifts in health behaviors. Despite the advances, injuries remain a major health care problem, and the leading cause of death for persons from age 1 to 44. Fatalities, however, are only a small part of the total injury picture. For each injury-related death, there are 19 injury hospitalizations and over 300 injuries that require medical attention. These injuries account for almost 10 percent of all physician office visits and 38 percent of all emergency department visits. For an individual, these injuries can vastly diminish quality of life. For society, injuries pose a significant drain on the health care system, incurring huge treatment, acute care and rehabilitation costs.

Motor vehicle injuries, in particular, are the leading cause of all injury deaths and the leading cause of death for each age from 5 through 27. Motor vehicle-related injuries are the principal cause of on-the-job fatalities, and the fatalities, and the third largest cause of all deaths in the U.S. Only heart disease and cancer kill more people. However, far more people are injured and survive these

crashes. In 1994, for example, while over 40,000 persons were killed in motor-vehicle related incidents, over 3.1 million were injured in police-reported incidents; an even greater number utilized emergency departments. These injured persons often required medical care and many required long-term care. The costs of these injuries are enormous, over \$137 billion each year in economic costs and \$14 billion in medical costs.

The vast majority of these injuries and deaths are not acts of fate, but are predictable and preventable. Injury patterns, including traffic-related injury patterns, vary by age group, gender, and cultural group. There are also seasonal and geographic patterns to injury. Once the cause of the injury is identified, intervention can be designed to address the cause and reduce the number of injuries.

***Safe Communities: A New Generation of Community Programs***

American traffic safety advocates have traditionally worked in partnerships with many organizations and groups to achieve a successful, long and established history in preventing and reducing traffic-related injuries and fatalities. For over 15 years, community-based traffic safety programs have been and remain an effective means for identifying local crash problems and providing local solutions.

Building on past success, the Safe Communities program offers communities a new way to control traffic injuries. This approach recognizes that traffic-related deaths and injuries are primarily a local community problem. Effective preventive efforts require a coordinated approach involving Federal, State and local organizations. The Safe Communities approach adopts a comprehensive injury control approach to address traffic injury problems within the context of all injuries. Recognizing that traffic fatalities are only a small part of the total traffic injury problem, Safe Communities focus on injuries (as opposed to fatalities) to define their traffic safety problem, and ask who is paying the costs of the injuries. Safe Communities recognize the importance of citizens in identifying community problems and solutions, as well as the importance of partnerships in implementing solutions to community problems.

The Safe Communities approach represents an evolutionary (rather than revolutionary) way in which community programs are established and managed. Four characteristics define the Safe Communities approach: data linkage,