

Washington, DC 20591; (202) 267-3641.

These materials are also available at all FAA regional and center legal offices at the following locations:

Office of the Assistant Chief Counsel for the Aeronautical Center (AMC-7), Mike Monroney Aeronautical Center, 6500 South MacArthur, Oklahoma City, OK 73125; (405) 680-3296.

Office of the Assistant Chief Counsel for the Alaskan Region (AAL-7), Alaskan Region Headquarters, 222 West 7th Avenue, Anchorage, AL 99513; (907) 271-5269.

Office of the Assistant Chief Counsel for the Central Region (ACE-7), Central Region Headquarters, 601 East 12th Street, Federal Building, Kansas City, MO 64106; (816) 426-5446.

Office of the Assistant Chief Counsel for the Eastern Region (AEA-7), Eastern Region Headquarters, JFK International Airport, Fitzgerald Federal Building, Jamaica, NY 11430; (718) 553-1035.

Office of the Assistant Chief Counsel for the Great Lakes Region (AGL-7), Great Lakes Region Headquarters, O'Hare Lake Office Center, 2300 East Devon Avenue, Des Plaines, IL 60018; (708) 294-7108.

Office of the Assistant Chief Counsel for the New England Region (ANE-7), New England Region Headquarters, 12 New England Executive Park, Burlington, MA 01803; (617) 273-7050.

Office of the Assistant Chief Counsel for the Northwest Mountain Region (ANM-7), Northwest Mountain Region Headquarters, 18000 Pacific Highway South, Seattle, WA 98188; (206) 227-2007.

Office of the Assistant Chief Counsel for the Southern Region (ASO-7), Southern Region Headquarters, 1701 Columbia Avenue, College Park, GA 30337; (404) 305-5200.

Office of the Assistant Chief Counsel for the Southwest Region (ASW-7), Southwest Region Headquarters, 4400 Blue Mound Road, Fort Worth, TX 76193; (817) 624-5707.

Office of the Assistant Chief Counsel for the Technical Center (ACT-7), Federal Aviation Administration Technical Center, Atlantic City International Airport, Atlantic City, NJ 08405; (609) 485-7087.

Office of the Assistant Chief Counsel for the Western-Pacific Region (AWP-7), Western-Pacific Region Headquarters, 15000 Aviation Boulevard, Lawndale, CA 90261; (310) 297-1270.

Issued in Washington, DC on January 17, 1995.

James S. Dillman,

Assistant Chief Counsel for Litigation.

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BILLING CODE 4910-13-M

Federal Transit Administration

Environmental Impact Statement for the Glen Burnie Light Rail Extension in Anne Arundel County, Maryland

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the Maryland Mass Transit Administration (MTA) intend to undertake an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). MTA will ensure that the EIS also satisfies the requirements of the Maryland Environmental Policy Act (MEPA).

This effort will be performed in cooperation with the Anne Arundel County Office of Planning and Code Enforcement. Other key supporting agencies include the Anne Arundel County Department of Public Works and the Baltimore Metropolitan Council (BMC).

The Environmental Impact Statement will evaluate alternative light rail alignments in the corridor between the Central Light Rail Line's existing terminus, Cromwell Station, to the central business district (CBD) in Glen Burnie, MD and a parallel hiker/biker trail. In addition, the EIS will evaluate the No-Build alternative. Scoping will be accomplished through

correspondence with interested persons, organizations, and federal, state, and local agencies, and through a public meeting. See **SUPPLEMENTARY INFORMATION** below for details.

DATES: Comment Due Date: Written comments on the scope of the alternative alignments and impacts to be considered should be sent to the MTA by February 27, 1995. See **ADDRESSES** below.

Scoping Meeting: The public scoping meeting will be held on Wednesday, January 25, 1995, between 3 p.m. and 9 p.m. at The Pascal Senior Center. See **ADDRESSES** below. People with special needs should contact Lisa Colletti at the address below or by calling (410) 333-3379. A TDD number is also available; (410) 539-3497. The building is accessible to people with disabilities. It is located within one mile of the

Cromwell Light Rail Stop as well as transit stops for the 14, 17, and 18 bus lines.

ADDRESSES: Written comments on project scope should be sent to Mr. Anthony J. Brown, Project Manager, Maryland Mass Transit Administration, 300 West Lexington Street, Baltimore, MD 21201-3415. The Scoping Meeting will be held at the following location: The Pascal Senior Center, 125 Dorsey Road, Glen Burnie, Maryland, 21061. See **DATES** above.

FOR FURTHER INFORMATION CONTACT: Mr. Herman Shipman, Deputy Regional Administrator, Federal Transit Administration, Region III, 1760 Market St., Suite 500, Philadelphia, PA 19103 (215) 656-6900.

SUPPLEMENTARY INFORMATION:

I. Scoping

FTA and the MTA invite interested individuals, organizations, and federal, state, and local agencies to participate in defining the alternatives to be evaluated in the EIS and identifying any significant social, economic, or environmental issues related to the alternatives. Scoping comments may be made at the public scoping meeting or in writing. See **DATES** and **ADDRESSES** sections above for locations and times. During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated and suggesting alternatives which are more cost effective or have less environmental impact while achieving similar transit objectives.

Scoping materials will be available at the meeting or in advance of the meeting by contacting Lisa Colletti at the MTA as indicated above. The meeting will be held in an "open-house" format and project representatives will be available to discuss the project throughout the time period given. Informational displays and written materials will also be available throughout the time period given. In addition to written comments which may be made at the meeting or as described below, a stenographer will be available at the meeting to record comments.

II. Description of Study Area and Project Need

The study area is wholly within Anne Arundel County, MD. It is approximately three quarters of a mile long and connects the CBD of Glen Burnie, MD and the existing Central Light Rail Line terminus at Dorsey Road (MD 176) and Baltimore & Annapolis Boulevard (MD 648). The corridor also connects two commercial centers.

Existing transit service in the study area is provided by the Maryland Mass Transit Administration. Existing traffic is primarily carried by Dorsey Road (MD 176) and Baltimore & Annapolis Boulevard (MD 648) with high traffic volumes at many of the signalized intersections.

The proposed light rail extension is intended to provide a high quality connection between the existing Central Light Rail Line terminus at Dorsey Road and the Glen Burnie CBD; to support economic viability of the Glen Burnie area through greater transit accessibility; contribute to higher transit modal splits for work trips between the Glen Burnie and Downtown Baltimore CBDs and employment centers; improve reverse commute transportation options; to help achieve regional clean air goals; and improve travel time in the Baltimore - Glen Burnie corridor.

III. Alternatives

The alternatives proposed for evaluation include: No-Build which involves no change to transportation services or facilities in the corridor beyond those improvements currently programmed; and the light rail transit alternative which consists of providing light rail service via alternative alignments ranging in length from 2,900 feet to 4,570 feet, primarily using single track. One station stop is proposed in conjunction with this alignment.

IV. Probable Effects

FTA and MTA plan to evaluate in the EIS all significant social, economic, and environmental impacts of the alternatives. Among the primary issues are the expected increase in transit ridership, the expected increase in mobility for the corridor's transit dependent, the support of the region's air quality goals, the capital outlays needed to construct the project, the cost of operating and maintaining the facilities created by the project, and the financial impacts on the funding agencies. Environmental and social impacts proposed for analysis include land use and neighborhood impacts, traffic and parking impacts near stations, health and safety impacts on wetland and parkland areas, and noise and vibration impacts. Impacts on natural areas, rare and endangered species, and air and water quality, will also be covered. The impacts will be evaluated both for the construction period and for the long term period of operations. Measures to mitigate adverse impacts will be identified.

V. FTA Procedures

The draft EIS will be prepared in accordance with federal transportation planning and environmental regulations (23 CFR Parts 450 and 771). The draft EIS will document the social, economic, and environmental impacts of the alternatives. Upon completion of the draft EIS, and on the basis of comments received, the MTA Administrator in concert with the Secretary of the Maryland Department of Transportation (MDOT) and BMC, and in consultation with Anne Arundel County, and other affected agencies will select a locally preferred alternative. The MTA will then seek to have BMC, the metropolitan planning organization for the Baltimore area include the preferred alternative in the regional transportation plan, and continue with further preliminary engineering of the project and preparation of the Final EIS.

Issued on: January 18, 1995.

Sheldon A. Kinbar,

FTA Regional Administrator.

[FR Doc. 95-1608 Filed 1-20-95; 8:45 am]

BILLING CODE 4910-57-P

Environmental Impact Statement on Transportation Improvements in Pittsburgh, PA

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to prepare an Environmental Impact Statement.

SUMMARY: This notice announces that the Federal Transit Administration (FTA), in cooperation with the Port Authority of Allegheny County (PAT), is undertaking the preparation of an Environmental Impact Statement (EIS) for transportation improvements in the North Side, Downtown, Hill/Midtown, and Oakland communities in Pittsburgh, Pennsylvania, referred to as the Spine Line Corridor. The draft EIS will be prepared in conjunction with a major investment study (MIS) being conducted by PAT and the Southwestern Pennsylvania Regional Planning Commission (SPRPC). The EIS is being prepared in conformance with: 40 CFR 1500-1508, Council on Environmental Quality (CEQ), Regulations for Implementing the Procedural Requirements of the National Environmental Policy Act of 1969 as amended; and 23 CFR Part 771, Federal Highway Administration and Federal Transit Administration, Environmental Impact and Related Procedures.

The Spine Line Corridor Study, completed by PAT in 1993, began as an EIS with a Notice of Intent published in

the **Federal Register** dated March 11, 1988 and formal scoping meetings held on April 6, 1988. The EIS was not completed because the Airport Busway project took precedence. PAT and FTA are now re-scoping the project as described below in **SUPPLEMENTARY INFORMATION**.

DATES: Comment Due Date: Written comments on the scope of the alternatives and impacts to be considered must be postmarked no later than February 15, 1995 and sent to PAT, See **ADDRESSES** below.

Scoping Meetings: Four (4) separate public scoping meetings will be held jointly by PAT and SPRPC on the following dates: Monday, January 30, 1995, between 7 p.m. and 9 p.m. at the William Pitt Student Union Ballroom in Oakland; Tuesday, January 31, 1995, between 7 p.m. and 9 p.m. at the King Elementary School in the North Side; Wednesday, February 1, 1995, between 12 noon and 2 p.m. at the YWCA Assembly Room in Downtown Pittsburgh; and Wednesday, February 1, 1995, between 7 p.m. and 9 p.m. at the Hill House Auditorium/Canteen in Hill/Midtown. See **ADDRESSES** below. People with special needs should call the Spine Line HOTLINE at (412) 322-6000. The hearing impaired can access the hotline through the Operator Relay Service. Each of the buildings for the scoping meetings is accessible to people with disabilities.

ADDRESSES: Comments on the project scope can be made either orally at the scoping meetings or sent in writing to Mr. Allen D. Biehler, Director of Planning and Business Development, Port Authority of Allegheny County, 2235 Beaver Avenue, Pittsburgh, Pennsylvania 15233-1080. The scoping meetings will be held in the following locations: William Pitt Student Union Ballroom, Bigelow Boulevard & Fifth Avenue, Pittsburgh, Pennsylvania; King Elementary School Gymnasium, 50 Montgomery Place, Pittsburgh, Pennsylvania; YWCA Assembly Room, 305 Wood Street, Pittsburgh, Pennsylvania; and Hill House Auditorium/Canteen, 1835 Centre Avenue, Pittsburgh, Pennsylvania. See **DATES** above.

FOR FURTHER INFORMATION CONTACT: Mr. John Garrity, Federal Transit Administration, Region III, 1760 Market Street, Suite 500, Philadelphia, PA 19103, (215) 656-6900.

SUPPLEMENTARY INFORMATION:

I. Scoping

FTA and PAT invite interested individuals, organizations, and federal, state, and local agencies to attend the