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

scoping meetings to help establish the purpose, scope, framework, and approach for the analysis. At each meeting, a presentation will be made which will provide a description of the proposed scope of study using maps and visual aids, as well as a plan for an active citizen involvement program, a budgeted work schedule, and an estimated budget. The public is invited to comment on: The alternatives to be assessed; the modes and technologies to be evaluated; the alignments and termination points to be considered; the environmental, social, and economic impacts to be analyzed; and the evaluation approach to be used to select a locally preferred alternative.

II. Corridor Description

Linking the North Side, Downtown, Hill/Midtown, and Oakland communities, the Spine Line Corridor is one of the most heavily traveled corridors in the Pittsburgh Metropolitan area. The corridor generally encompasses the area of the lower North Side across the Allegheny River to the Central Business District of Downtown Pittsburgh, and through the Hill, Midtown, and Pittsburgh Technology Center areas to Oakland.

III. Alternatives

It is expected that the scoping meetings and written comments will be a major source of candidate alternatives for evaluation in the study. In addition to any new alternatives proposed for evaluation at the scoping meetings, other alternatives proposed for consideration will include those evaluated in the previous analysis which was completed in November 1993 as the Spine Line Corridor Study. One major difference is that the eastern end of the corridor under the previous effort was Squirrel Hill, whereas Oakland is the eastern end for this MIS/DEIS. The following describes the No-Build, Transportation Systems Management (TSM) and Light Rail Transit (LRT) Build Alternatives that were evaluated in the previous study and are being suggested for further study in the Spine Line MIS/DEIS:

1. No-Build Alternative—Existing transit service and programmed new transportation facilities with level of transit service expanded as appropriate to meet projected year 2015 travel demand.

2. TSM Alternative—Low-cost transportation improvements that could include actions such as one-way streets, exclusive bus lanes, intersection channelization, and enhanced levels of bus service.

3. LRT North Side to Downtown Alternative—The northern extension of the LRT system would begin at the intersection of Federal Street and North Avenue, cross the Allegheny River on either a new bridge or the existing Sixth Street Bridge, and then connect with the existing subway at Gateway Station.

4. LRT Downtown to Oakland via Centre Avenue Alternative—Beginning at a junction with the existing LRT line under the Manor Building, the line would head east in a tunnel under Centre Avenue, then proceed east through Oakland under Fifth or Forbes Avenue under Morewood Avenue.

5. LRT Downtown to Oakland via Colwell Street Alternative—Beginning at a junction with the existing LRT line under the Manor Building, the line would run along Colwell Street parallel to Fifth Avenue through the Hill and Midtown communities and then pass through Oakland under Forbes or Fifth Avenue to Morewood Avenue.

6. LRT Downtown to Oakland via the Technology Center Alternative—Beginning at a junction with the existing LRT line at First Avenue, this eastern extension would use the former B&O Railroad right-of-way and run east at-grade from the CBD to the Birmingham Bridge, where it would pass over the Parkway East before entering a tunnel in Oakland where it would be built under Fifth or Forbes Avenue to Morewood Avenue.

In addition to the alternatives described above, new elements proposed for study include an Intra-North Shore Circulator and West Garage. To facilitate east-west movement within the North Shore area, a local circulator system is envisioned to have its west terminus at a new parking garage (or the West Garage) situated across North Shore Drive from the Carnegie Science Center, and extend east to Sandusky Street while connecting several major destinations in the Lower North Shore Area. The circulator could take the form of enclosed walkways, enclosed moving walkways, dedicated bus lanes, shuttle buses, or people movers such as the one used at Pittsburgh International Airport.

The above represents the set of alternatives initially being considered for study. Additionally, the MIS/DEIS will consider, based on input received at the four public scoping meetings, variations of the above alternatives and other transportation investments, both transit and non-transit, for the Spine Line Corridor. The four public scoping meetings are the critical first step to chart the course of the MIS/DEIS and will be designed to actively encourage open discussion and identification of all possible study alternatives.

IV. Probable Effects

Impacts proposed for analysis are potential changes on: The physical environment (air quality, noise, water quality, aesthetics, etc.); the social environment (land use, development patterns, neighborhoods, etc.); parklands and historic resources; transportation system performance; capital, operating, and maintenance costs; and financial resources for transportation projects in the Southwestern Pennsylvania region. Impacts will be identified for both the construction period and for the long term operation of the alternatives recommended for detailed study.

Evaluation criteria will include transportation, social, economic, and financial measures to be developed by PAT and SPRPC including consideration of measures recommended at the scoping meetings. Mitigating measures will be explored for any adverse impacts that are identified.

Comments on the environmental, social, and economic impacts should focus on the completeness of the proposed sets of alternatives and the evaluation approach. Other impacts or criteria judged relevant to local decision-making will be identified.

Issued on: January 18, 1995.

Sheldon A. Kinbar,

Regional Administrator.

[FR Doc. 95–1609 Filed 1–20–95; 8:45 am]

BILLING CODE 4910–57–P

National Highway Traffic Safety Administration

[Docket No. 95–003; Notice 1]

Solicitation of Comments for the Content of a Strategic Plan for Research for Heavy Truck Safety

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

ACTION: Request for comment.

SUMMARY: Report 103–310 of the Senate Appropriations Committee, which accompanied H.R. 4556, Department of Transportation and Related Agencies Appropriations Bill 1995, directs the NHTSA to develop a 5-year strategic plan outlining the future of its Heavy Truck Safety Research Program. The report is to be delivered to the House and Senate Appropriations Committee before the agency's FY 1996 Appropriations Committee hearings. The Committee directed that the report outline the scope, nature, and direction