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