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 atgrade 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.
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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