

for study discussed in this document? What measures do you think are most cost-effective?

5. What impacts, both positive and negative, would changes to existing routing measures or new routing measures have on the study area?

Dated: January 13, 1999.

Joseph J. Angelo,

Acting Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 99-1200 Filed 1-19-99; 8:45 am]

BILLING CODE 4910-15-U

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Hinds and Rankin Counties, Mississippi

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for the Pearl River Bridge and Jackson International Airport Parkway/Mississippi 25 Connectors between Interstate 55, the Jackson International Airport, and Mississippi Highway 25 in the vicinity of Jackson, Flowood, and Pearl, Mississippi.

FOR FURTHER INFORMATION CONTACT: Cecil Vick, Reality Officer/Environmental Coordinator, Federal Highway Administration, 666 North Street, Suite 105, Jackson MS 39202-3199, Telephone: (601) 965-4217. Contacts at the State and local level, respectively are: Mr. Billie Barton, Environmental/Location Division Engineer, Mississippi Department of Transportation, P.O. Box 1850, Jackson, MS, 39215-1850, telephone: (601) 359-7920; and Mr. William Hillman, District Engineer, Mississippi Department of Transportation, 7759 Highway 80 W., Newton MS, 39345, telephone (601) 683-3341.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Mississippi Department of Transportation (MDOT) will prepare an Environmental Impact Statement (EIS) on the proposed Pearl River Bridge and Jackson International Airport Parkway/Mississippi 25 Connectors in Hinds and Rankin Counties, Mississippi. The proposed connectors would begin at Interstate 55 at or near High Street in Jackson, Mississippi and extend eastward across the Pearl River to connect with Mississippi Highway 475 south of the Jackson International

Airport and with Mississippi Highway 25 north of the Jackson International Airport. The proposal is for a full control of access facility, and interchanges will be studied at various locations. The estimated length of the project is 14.9 kilometers (9.3 miles).

State and Federal legislation authorized studies of the bridge and connectors and the Intermodal Surface Transportation Efficiency Act of 1998, authorized partial funding for design, right of way, or construction. Alternatives under consideration include (1) taking no action and (2) build alternative.

Initial environmental studies for the proposed project began as an Environmental Assessment. As part of the Environmental Assessment Process, the FHWA and MDOT sought input through the scoping process to assist in determining and clarifying issues relative to this project. Letters describing the proposed action and soliciting comments were sent to appropriate federal, state, and local agencies, and to private organizations and citizens who had previously expressed or were known to have an interest in the proposal. A formal scoping meeting with federal, state, and local agencies, and other interested parties was held October 30, 1996. The U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the Mississippi Department of Wildlife Fisheries and Parks became cooperating agencies. The scoping process and interagency coordination is continuing and has reached the point where the FHWA and MDOT have determined that completion of an EIS is appropriate.

Coordination will be continued with federal, state, and local agencies, and with private organizations and citizens who express or are known to have interest in this proposal. The draft EIS will be available for public and agency review and comment prior to the official public hearing.

To ensure that the full range of issues relating to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

Lawrence J. Kastner,

Assistant Division Administrator, Jackson, Mississippi.

[FR Doc. 99-173 Filed 1-19-99; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Supplemental Environmental Impact Statement; Washington County, Minnesota and St. Croix County, WI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplemental environmental impact statement (EIS) will be prepared for a proposed highway project in Washington County, Minnesota and St. Croix County, Wisconsin.

FOR FURTHER INFORMATION CONTACT: Cheryl Martin, Federal Highway Administration, Galtier Plaza, Box 75, 175 East Fifth Street, Suite 500, St. Paul, Minnesota 55101-2901, Telephone (651) 291-6120; or Adam Josephson, Project Manager, Minnesota Department of Transportation—Metro Division, 1500 West County Road B2, Roseville, Minnesota 55113, Telephone (651) 582-1320.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Minnesota Department of Transportation (MnDOT) and Wisconsin Department of Transportation, will prepare a supplement to the EIS on a proposal for a replacement river crossing, including the reconstruction of bridge approach roadways, on Trunk Highway (TH) 36/State Trunk Highway (STH) 64 in the vicinity of Stillwater and Oak Park Heights (Washington County), Minnesota and Houlton (St. Croix County), Wisconsin. MnDOT will be the lead State agency. The original EIS for the river crossing (FHWA-MN-EIS-90-92-F) was approved on April 5, 1995 with a Record of Decision issued on July 10, 1995.

In 1996, the National Park Service (NPS) evaluated the project under Section 7(a) of the Federal Wild and Scenic Rivers Act. The Section 7(a) Evaluation, completed in December 1996, found that the project, as proposed, would have a direct and adverse effect on the scenic and recreational values for which the Lower St. Croix River was included in the National Wild and Scenic Rivers System. As a result, the NPS directed that Federal permits not be issued for the project and it was not allowed to proceed. In April 1998, in response to challenges to the NPS determination, a U.S. District Court Judge upheld the findings of the Section 7(a) Evaluation.

In June 1998, a facilitation process was initiated in the hope that a

mutually satisfactory solution to the impasse on the river crossing could be reached. Over a period of four months, an independent review of the proposed project was performed, including extensive discussions and meetings with the key individuals and organizations involved and public meetings with the St. Croix River Crossing Advisory Group. The Advisory Group was made up of representatives from regulatory agencies, local units of government, and other interested organizations; including, environmental groups, historic preservation groups and Chambers of Commerce. The facilitation process concluded that a new four-lane bridge was required to satisfy the project need and recommended a new alignment with less impact on the river.

The proposed improvements consist of a four-lane bridge on a new alignment approximately 800 meters north of the Final EIS Preferred Alternative alignment. It is proposed to be constructed using a below deck arch bridge type. This proposed alternative is the only new alternative that will be evaluated in the supplemental EIS process.

An Amended Scoping Decision Document will be published in February 1999. A press release will be published to inform the public of the document's availability. Copies of the Amended Scoping Decision Document will be distributed to agencies, interested persons and libraries. No formal scoping meeting is planned.

Coordination has been initiated and will continue with appropriate Federal, State and local agencies, and private organizations and citizens who have previously expressed or are known to have an interest in the proposed action. Public meetings have been held in the past and will continue to be held, with public notice given for the time and place of the meetings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: January 11, 1999.

Stanley M. Graczyk,

Project Development Engineer, Federal Highway Administration.

[FR Doc. 99-1221 Filed 1-19-99; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement for the North Shore-CBD Transportation Corridor in Pittsburgh, Pennsylvania

AGENCY: Federal Transit Administration, DOT.

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

SUMMARY: The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) (the Federal co-lead agencies) and the Port Authority of Allegheny County (the local lead agency), in cooperation with the City of Pittsburgh and Pennsylvania Department of Transportation, intend to prepare an Environmental Impact Statement (EIS) for transportation improvements in the North Shore-Central Business District (CBD) Corridor in Pittsburgh, Pennsylvania. The EIS is being prepared in conformance with the National Environmental Policy Act (NEPA) and will also satisfy the requirements of the 1990 Clean Air Act Amendments (CAAA).

The City of Pittsburgh and the Southwestern Pennsylvania Regional Planning Commission (SPRPC) initiated the North Shore/CBD Transportation Corridor Major Investment Study (MIS) in Fall 1997. Under the MIS, a long list of road and transit alternatives were generated and analyzed for their physical feasibility and ability to serve the needs of the corridor. This list was screened to a short list of alternatives which will be analyzed under the EIS.

The EIS will evaluate a No-Build Alternative, a Transportation System Management (TSM) Alternative which includes enhanced bus service and pedestrian facilities, and the Build Alternatives which would include one or more of the following transportation projects: two Intermodal Transportation Centers (ITC's), a ramp from an ITC to a highway, a people mover system including a possible low-speed Maglev technology, and an extension of Port Authority's existing light rail transit line into the North Shore.

DATES: Comment Due Date: Written comments on the scope of the alternatives and impacts to be considered must be sent to Port

Authority by February 19, 1999. Public Scoping Meetings will be held on Tuesday, February 2, 1999 at 12:00 and at 6:00 p.m. at the Southwestern Pennsylvania Commission, 31st Floor. See **ADDRESSES** below.

ADDRESSES: Written comments on the project scope should be sent to Mr. Bruce W. Ahern, Assistant General Manager of Business Development and Planning, Port Authority of Allegheny County, 2235 Beaver Avenue, Pittsburgh, PA 15233. Two Public Scoping Meetings will be held at the following location: Southwestern Pennsylvania Commission, 31st Floor; 425 Sixth Avenue in Downtown Pittsburgh, 15219. See **DATES** above.

FOR FURTHER INFORMATION CONTACT: John Garrity, Federal Transit Administration, Region III, (215) 656-7100 or Anthony L. Mento, Federal Highway Administration, Pennsylvania Division, (717) 221-3461.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA, FHWA, and the Port Authority invite interested individuals, organizations, and federal, state, and local agencies to participate in establishing the purpose, scope, framework, and approach for the environmental analysis of the alternatives and identifying any significant social, economic, or environmental impacts to be evaluated. At the two Scoping Meetings, presentations will be made which will provide a description of the proposed scope of the study as well as a plan for an active citizen involvement program, a work schedule, and an estimated level of effort and detail of the analysis. Scoping comments may be made at the Public Scoping Meeting or in writing within thirty days after publication of this notice. See the "Scoping Meetings" under the **DATES** and **ADDRESSES** sections above for locations and times.

The Scoping Meeting will begin with an "open house" where attendees will be able to view graphics and discuss the project with staff involved in the study. A presentation on the project will be given at 12:30 p.m. and 6:30 p.m., followed by an additional opportunity for questions and answers. Scoping material will be available at the meeting or in advance of the meeting by contacting Mr. David E. Wohlwill, Project Manager at (412) 237-7338. A sign language interpreter will be available for the hearing impaired. A TDD number (412) 231-7007 is also available. The meeting location is accessible to persons with disabilities.