

for a large portion of St. Louis County, including the Metro South Study Area, that is the subject of the planned EIS. At the conclusion of the MTIA, the EWGCC selected a MetroLink light rail transit (LRT) extension as the locally preferred alternative (LPA) in the Metro South Study Area. That LRT extension was planned to extend along a corridor from Lansdowne Avenue south along the Burlington-Northern & Santa Fe Railroad right-of-way past Lindbergh Boulevard, across I-55 to the South County Shopping Center near I-255/270, and then across I-255 and south along the I-55 right-of-way terminating south-east of the I-55 and Butler Hill Road interchange.

However, conditions in the Metro South Study Area have changed since the MTIA was completed in early 1997. For example, a number of large new commercial developments have recently opened or are currently under construction. Therefore, at the outset of the NEPA process, the state and local sponsoring agencies will conduct a Planning Alternatives Analysis to re-establish the project purpose and need consistent with the land use and transportation goals and objectives in the Legacy 2025: Long Range Plan initiative, and to re-examine the alternative transit modes and general alignments that would serve the transportation purpose and need in the Metro South Study Area.

### III. Alternatives

The alternatives to be considered currently consist of the No-Action Alternative, Light Rail Transit (LRT) Alternatives, a TSM Alternative, and an Enhanced Bus System Alternative. Any additional reasonable alternatives suggested during scoping that reduce costs or impacts while still serving the transportation purpose and need will also be considered. The LRT Alternatives consist of the LPA from the MTIA described above, and alignment variations designed to serve new developments or to reduce impacts. The No-Action Alternative is the continuation of existing bus service policies in the study area. Under the No-Action Alternative, increases in service would track with increases in demand due to population or employment growth in the area, in accordance with current service policies. The TSM Alternative consists of low-cost mobility improvements that attempt to serve the project purpose and need without building a transit guideway. The Enhanced Bus System Alternative provides additional bus improvements exceeding those of the TSM in cost and

possibly including segments of busway or dedicated lanes.

### IV. Probable Effects and Potential Impacts for Analysis

At the present time, none of the usual impact categories associated with transit projects can be ruled out. Therefore the study will evaluate all social, economic, and environmental impacts of the alternatives, including land use, zoning, and economic development; cumulative land use impact, land acquisition, displacements, and relocation of existing uses; historic, archaeological, and cultural resources; parklands and recreation areas; neighborhoods and communities; environmental justice; air quality; noise and vibration; contaminated sites; ecosystems; water resources; construction impacts; safety and security; utilities; finance; and transportation impacts. The impacts will be evaluated both for the construction period and for the long-term period of operation of each alternative. Measures to mitigate adverse impacts will be identified.

### V. FTA Procedures

Following the scoping process, the alternatives will be evaluated in a Planning Alternatives Analysis that results in the identification of a locally preferred alternative (LPA) by EWGCC. FTA and the project sponsors will then decide which of the alternatives may be eliminated from further review on the basis of the public and agency comments on the Planning Alternatives Analysis and which alternatives must be carried forward for detailed review in the EIS. The alternatives reviewed in the EIS will include, at a minimum, the No-Action Alternative and the LPA. Scoping activities are being initiated at the outset of the Planning Alternatives Analysis to maximize the opportunity for public involvement in the consideration of transit alternatives and reaching decisions about the transportation investments that will be advanced into the EIS for detailed evaluation.

In accordance with FTA policy, all Federal laws, regulations and executive orders affecting project development, including but not limited to the regulations of the Council on Environmental Quality and FTA implementing NEPA (40 CFR parts 1500-1508 and 23 CFR part 771), the conformity requirements of the Clean Air Act, section 404 of the Clean Water Act, Executive Orders 11988, 11990 and 12898 regarding floodplains, wetlands, and environmental justice, respectively, the National Historic Preservation Act, the Endangered Species Act, and section

4(f) of the Department of Transportation Act, will be addressed to the maximum extent practicable during the NEPA process.

Issued on: June 19, 2003.

**Mokhtee Ahmad,**

*Regional Administrator, Federal Transit Administration, Region VII.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on October 23, 2002 (67 FR 65184).

**DATES:** Comments must be submitted on or before July 25, 2003.

**FOR FURTHER INFORMATION CONTACT:** Joseph P. Scott at the National Highway Traffic Safety Administration (NHTSA), Office of Crash Avoidance Standards, 202-366-8525, 400 Seventh Street, SW., Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

### National Highway Traffic Safety Administration

*Title:* 49 CFR Part 569 & 574, Tires and Rims Labeling.

*OMB Control Number:* 2127-0503.

*Type of Request:* Request for public comment on a previously approved collection of information.

*Abstract:* New tire manufacturers and rim manufacturers must label tires and rims that are used on motor vehicles. Tire manufacturers are required to maintain records of tire purchasers. Regulations specify the methods by which retreaders and retreaded tire brand name owners shall identify tires for use on motor vehicles. The methods require that independent tire dealers and distributors record, on registration forms, their names and addresses and