

Petition Docket Number FRA-2002-11502) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, DC, on February 25, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

### Federal Highway Administration

#### Supplemental Environmental Impact Statement for the South Corridor Segment of the South/North Transit Corridor Project in the Portland, Oregon Metropolitan Area

**AGENCY:** Federal Transit Administration, DOT and Federal Highway Administration, DOT.

**ACTION:** Notice of intent to prepare a supplemental environmental impact statement.

**SUMMARY:** The Federal Transit Administration, the Federal Highway Administration, Metro and Tri-Met intend to prepare a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) for transit improvements in the southern segment of the South/North Transit Corridor (referred to as the South Corridor Project) of the Portland Oregon metropolitan region. Conditions have changed since the South/North DEIS was published. The Corridor has been divided into minimum operable segments. The North Corridor Interstate MAX FEIS was published and the project is under construction. The South Corridor Transportation Alternatives Study was performed to re-examine transportation options in the South Corridor.

The purpose of this new Notice of Intent is to re-notify interested parties of the intent to prepare a SEIS and invite participation in the study. Over time, traffic congestion in the South Corridor has degraded transit reliability and increased transit travel time. The project proposes to implement a major high capacity transit improvement in the South Corridor segment of the South/North Corridor, that maintains livability in the metropolitan region, supports land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values and is fiscally responsive. Six transit alternatives (described below) will be evaluated in the SDEIS.

#### **MEETING DATES:** *Agency Coordination*

*Meeting:* An agency coordination meeting will be held at 10 a.m. on Wednesday, March 13, 2002, at the Metro Regional Center, 600 NE Grand Avenue, Portland Oregon.

*Public Information Meeting:* A public information meeting will be held from 4 to 7 p.m. on Wednesday, March 20, 2002 at the Metro Regional Center, 600 NE Grand Avenue, Portland Oregon. The Metro Regional Center is accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Kirstin Hull at (503) 797-1864, at least 48-hours in advance of the meeting in order for Metro to make necessary arrangements.

#### **FOR FURTHER INFORMATION CONTACT:**

Agency Coordination contact Sharon Kelly, Metro EIS Manager at (503) 797-1753 or (e-mail) [KellyS@Metro.dst.or.us](mailto:KellyS@Metro.dst.or.us). Public Information contact Kristin Hull, Metro Public Involvement Coordinator at (503) 797-1864 or (e-mail) [Hull@Metro.dst.or.us](mailto:Hull@Metro.dst.or.us). Written Comments should be sent to Sharon Kelly, South Corridor Project, Metro, 600 NE Grand Avenue, Portland OR 97232. Additional information on the South Corridor Project can also be found on the Metro Web site at: [www.metro-region.org](http://www.metro-region.org).

#### **SUPPLEMENTARY INFORMATION:**

##### **1. Notice of Intent**

This new Notice of Intent to prepare a Supplemental EIS is being published at this time to re-notice interested parties due to the changes that have occurred since the initial Notice of Intent (October 1993), publication of the South/North DEIS (February 1998), and publication of the North Corridor Interstate MAX Light Rail Project FEIS (October 1999). The South Corridor Project is re-examining high capacity

transit alternatives in the southern segment of the South/North Corridor. Also, the Federal Highway Administration (FHWA) is joining the Federal Transit Administration (FTA) as a Federal Co-Lead. Because the study is primarily a transit alternatives study, FTA regulations and guidance will be used for the analysis and preparation of the South Corridor Project SEIS.

## **II. Study Area**

The South Corridor generally encompasses the southeast quadrant of the Portland, Oregon metropolitan area, including downtown Portland, Southeast Portland neighborhoods, the City of Milwaukie, the City of Gladstone, the City of Oregon City and urban unincorporated Clackamas County (east of the Willamette River).

## **III. Alternatives**

Six alternatives will be evaluated in the SDEIS. The *No-Build Alternative* will provide the basis for comparison of the build alternatives. The No-Build Alternative includes the existing transportation system plus multi-modal transportation improvements that would be constructed under the Regional Transportation Plan Financially Constrained Transportation Network. The *Bus Rapid Transit (BRT) Alternative* provides low cost capital and operating improvements to the existing bus transit system. The BRT Alternative includes bus priority treatments on existing streets, intelligent transportation system (ITS) treatments, simplified fare payment methods, fewer stops and other amenities that would enhance bus service. The *Busway Alternative* includes elements of a separated busway in combination with BRT elements connecting the Transit Mall in downtown Portland with downtown Milwaukie and the Clackamas Town Center area. The *Milwaukie Light Rail Alternative* includes 6.3 miles of new light rail transit connecting to the existing light rail system in downtown Portland and extending to downtown Milwaukie. Some BRT improvements would also be included in this alternative. The *I-205 Light Rail Alternative* includes 6.5 miles of new light rail transit connecting to the existing light rail system at Gateway and extending south along I-205 to the Clackamas Town Center area. Some BRT improvements would also be included in this alternative. The *Combined Light Rail Alternative* includes both Milwaukie Light Rail and I-205 Light Rail along with some BRT components.

#### IV. Probable Effects

FTA, FHWA, Metro and Tri-Met will evaluate all significant transportation, environmental, social and economic impacts of the alternatives. Primary issues include: support of state, regional and local land use and transportation plans and policies, cost effective expansion of the transit system, preservation of capacity enhancement options of I-205, neighborhood impacts and environmental sensitivity. The impacts will be evaluated for both the construction period and for the long-term period of operation. Measures to mitigate any significant impact will be developed.

Issued on: February 25, 2002.

**Linda Gehrke,**

*Deputy Regional Administrator, Region, X,  
Federal Transit Administration.*

**Elton H. Change,**

*Environmental Coordinator, Oregon Division,  
Federal Highway Administration.*

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#### DEPARTMENT OF TRANSPORTATION

##### National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-01-11136]

##### Reports, Forms, and Record Keeping Requirements

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

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before April 29, 2002.

**ADDRESSES:** Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, SW., Plaza 401, Washington, DC 20590. Docket No. NHTSA-01-11136.

**FOR FURTHER INFORMATION CONTACT:** Mr. Alan Block, Contracting Officer's Technical Representative,

Office of Research and Traffic Records (NTS-31), National Highway Traffic Safety Administration, 400 Seventh Street, SW., Room 6240, Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

##### 2002 Motor Vehicle Occupant Safety Survey

*Type of Request:* New information collection requirement.

*OMB Clearance Number:* None.

*Form Number:* This collection of information uses no standard forms.

*Requested Expiration Date of Approval:* December 31, 2003.

*Summary of the Collection of Information:* NHTSA proposes to conduct a year 2002 Motor Vehicle Occupant Safety Survey by telephone among a national probability sample of 12,000 adults (age 16 and older). Participation by respondents would be voluntary. NHTSA's information needs require seat belt and child safety seat sections too large to merge into a single survey instrument without producing an inordinate burden on respondents. Rather than reduce these sections, the proposed survey instrument would be

divided into two questionnaires. Each questionnaire would be administered to one-half the total number of subjects to be interviewed. Questionnaire #1 would focus on seat belts and include smaller sections on air bags, motorcyclist safety, and general driving (including speed). Questionnaire #2 would focus on child restraint use, accompanied by smaller sections on air bags and Emergency Medical Services. Both questionnaires would contain sections on crash injury experience, and on drinking and driving because of the extensive impact of alcohol on the highway safety problem. Some basic seat belt questions contained in Questionnaire #1 would be duplicated on Questionnaire #2.

In conducting the proposed survey, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. A Spanish-language translation and bilingual interviewers would be used to minimize language barriers to participation. The proposed survey would be anonymous and confidential.

##### Description of the Need for the Information and Proposed Use of the Information

The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

During the late 1960s and early 1970s, more than 50,000 persons were killed each year in motor vehicle crashes in the United States. Diverse approaches were taken to address the problem. Vehicle safety designs and features were improved; restraint devices were improved; safety behaviors were mandated in state legislation (including seat belt use, child safety seat use, and motorcycle helmet use); alcohol-related legislation was enacted; this legislation was enforced; public information and education activities were widely implemented; and roadways were improved.

As a result of these interventions and improvements, crash fatalities dropped significantly. By 1992, total fatalities had fallen to 39,250, representing a 23% decline from 1966. In addition, the resident population and the number of vehicle miles traveled increased greatly over those years. When fatality rates are computed per 100,000 population, the rate for 1992 (15.39) was about 40