

between Bellevue and Seattle. Alternatives under preliminary consideration include:

No Build—Alternative R-1

Under the No Build Alternative, the existing I-90 roadway facilities would remain in place, however, it is likely that there would be operational revisions to the center roadway by 2007. These changes could include restricting the use of the center roadway to high occupancy vehicles (HOV) traffic, which would displace single occupancy vehicles (SOVs) traveling between Seattle and Mercer Island to the outer roadways, and/or change the HOV eligibility requirements from 2+ or 3+ occupants per vehicle.

Alternative R-2B Modified—Two-Way Center Roadway

Alternative R-2B would convert the center roadway to two-way operation by adding a concrete barrier, providing one travel lane in each direction for its full length. Two additional ramps would be constructed on Mercer Island at 77th and 80th Avenues to complete the downtown interchange with the center roadway. The Bellevue Way ramp would be converted to two-way operation. This alternative would address concerns about breakdowns by providing additional center roadway width across Mercer Island and by removing the barrier between the westbound lanes and the center roadway on the Homer M. Hadley floating bridge, providing a buffer area for cars or buses to pull over in the event of an emergency. The center roadway would be restricted to transit and eligible carpools for its entire length. HOV eligibility requirements would likely be changed from 2+ to 3+ occupants per vehicle with this alternative.

Alternative R-5 Restripe—Transit-Only Shoulders on Outer Roadway

Alternative R-5 would retain the reversible operations in the center roadway, with both lanes operating in the same direction. R-5 would restripe the outer roadways, narrowing lane and inside shoulder widths to create transit-only shoulder lanes operating on the outside shoulders. These shoulder lanes would be open to eastbound transit buses in the morning peak period and westbound transit buses in the afternoon peak period.

Alternative R-5 Modified—Transit-Only Shoulders on Outer Roadway

Alternative R-5 Modified would operate similarly to Alternative R-5 Restripe and would retain the reversible

operations in the center roadway. In addition, it would reconfigure portions of the outer roadway to allow for a wider inside shoulder for westbound buses, providing continuity with the existing HOV lane and transit connections to downtown Seattle. Ramps at Bellevue Way and on Mercer Island would be modified to provide connections to the westbound transit shoulder. The eastbound outer roadway would be widened to allow for standard inside shoulder and traffic lane widths on Mercer Island while providing a wider outside shoulder for use by transit.

Alternative R-8A—Add HOV Lanes on Outer Roadway

Alternative R-8A would retain the current reversible operations in the center roadway, with both lanes operating in the same direction. Single-occupant vehicles would only be allowed to use the center roadway between Seattle and Mercer Island, per the existing restrictions on center roadway use. The outer roadways would be modified to provide one additional travel lane in both the eastbound and westbound direction for use by HOV traffic. This would be accomplished by restriping, reducing the width of existing shoulders and travel lanes, and where feasible, widening the outer roadways within the existing right-of-way. Ramps at Bellevue Way and on Mercer Island would be modified to provide connections to the HOV lanes. The center and outer roadway HOV lanes would likely operate with a 2+ occupants per vehicle posting. A number of operational strategies to address safety concerns associated with reduced-width travel lanes and shoulders would be evaluated.

Transportation Demand Management (TDM)/Transportation System Management (TSM) Alternative

The TDM/TSM Alternative would incorporate measures to reduce demands on the transportation system. Examples of TDM/TSM may include ridesharing, parking management, telecommuting, congestion pricing, non-motorized travel, site design standards, public information, joint use of parking facilities, and other measures.

The list of alternatives to be included in the EIS will be finalized after scoping, based on the comments received.

III. Probable Effects

The lead agencies have identified the following key areas for discussion in the EIS:

- Impacts to the visual quality of the I-90 corridor.
- Impacts to vehicular traffic including issues of safety.
- Impacts to the existing bike/pedestrian path along I-90.
- Impacts on water quality in Mercer Slough and Lake Washington.

Other key area of probable effects may be identified and discussed in the EIS process.

Linda Gehrke,

Deputy Regional Administrator, Region X, Federal Transit Administration.

Jim Leonard,

Urban Transportation and Environmental Engineer, Federal Highway Administration, Washington, Division Office.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 600X)]

CSX Transportation, Inc.—Abandonment Exemption—in Logan County, WV

CSX Transportation, Inc. (CSXT) has filed a notice of exemption under 49 CFR part 1152 Subpart F—Exempt Abandonments to abandon a 0.52-mile line of railroad between milepost CME-11.40 and milepost CME-11.92 near Sarah Ann, in Logan County, WV. The line traverses United States Postal Service Zip Codes 25644, 25645 and possibly 25638.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment and discontinuance shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected

employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on December 11, 2001, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by November 19, 2001. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by November 29, 2001, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to CSXT's representative: Paul R. Hitchcock, Assistant General Counsel, CSX Transportation, Inc., 500 Water Street J150, Jacksonville, FL 32202.

If the verified notice contains false or misleading information, the exemption is void ab initio.

CSXT has filed an environmental report which addresses the effects, if any, of the abandonment and discontinuance on the environment and historic resources. SEA will issue an environmental assessment (EA) by November 16, 2001. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1552. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned its line. If consummation has not been effected by CSXT's filing of a notice of consummation by November 9, 2002,

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See Exemption of Out-of-Service Rail Lines, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).

and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: October 31, 2001.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

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BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Departmental Offices Proposed Collection; Comment Request

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork burdens, invites the general public and other Federal agencies to comment on an information collection that is due for revision approval by the Office of Management and Budget. The Office of Program Services within the Department of the Treasury is soliciting comments concerning the Annual Report of Foreign-Residents' Holdings of U.S. Securities, including Selected Money Market Instruments. The next such report is to be conducted as of June 28, 2002.

DATES: Written comments should be received on or before January 8, 2002 to be assured of consideration.

ADDRESSES: Direct all written comments to Dwight Wolkow, Administrator, International Portfolio Investment Data Systems, Department of Treasury, Room 5457 MT, 1500 Pennsylvania Avenue NW., Washington DC 20220.

FOR FURTHER INFORMATION CONTACT:

Requests for additional information or copies of the forms and instructions should be directed to Dwight Wolkow, Administrator, International Portfolio Investment Data Systems at the above address, or by emailing dwight.wolkow@do.treas.gov, or by faxing (202) 622-7448, or by calling (202) 622-1276. The forms and instructions can be viewed in section C of the webpage at: www.treas.gov/tic/forms.htm.

SUPPLEMENTARY INFORMATION:

Title: Treasury Department Form SHLA/SHLB, Foreign-Residents' Holdings of U.S. Securities, including Selected Money Market Instruments.

OMB Number: 1505-0123.

Abstract: These forms are used to conduct annual surveys of holdings by foreign-residents of U.S. securities for portfolio investment purposes. These data are used by the U.S. Government in the formulation of international and financial policies and for the computation of the U.S. balance of payments accounts and the U.S. international investment position. These data will also be used to provide information to the public and to meet international reporting commitments.

Current Actions: (a) Data will be collected on short-term securities, including selected money market instruments, as well as on long-term securities, (b) The frequency of reporting by the largest U.S.-resident custodians and U.S.-resident issuers of U.S. securities will increase to annual from once every five years. The objective is to gather information annually with a minimum increase in reporting burden and cost to the government. This will be done by: (1) Continuing the benchmark survey (Form SHLB) once every five years, which requires reporting by all significant U.S.-resident custodians and U.S.-resident security issuers; and (2) introducing in non-benchmark years an annual survey (Form SHLA), which will require reports from only the very largest U.S.-resident custodians and issuers. The data requested will be the same in both Form SHLB and Form SHLA. The determination of who must report on the annual reports (SHLA) will be based upon the securities data submitted during the previous benchmark survey. The data collected under the annual reports (SHLA) will be used in conjunction with the results of the previous benchmark survey to compute economy-wide estimates for the non-benchmark years.

Type of Review: Revision of a currently approved data collection.

Affected Public: Business/Financial Institutions.

Forms:

TDF SHLA, Schedule 1 and Schedule 2 (1505-0123);

TDF SHLB, Schedule 1 and Schedule 2 (1505-123)

Estimated Number of Respondents: an annual average (over five years) of 435, but this varies widely from about 2,000 in benchmark years (once every five years) to about 45 in all other years (four out of every five years).

Estimated Average Time per

Respondents: an annual average (over five years) of about 68 hours, but this will vary widely from respondent to respondent. (a) In the year of a benchmark survey, which is conducted