

and comment. If you wish to be placed on the mailing list to receive further information as the project develops, contact Ms. Smith as described above.

Following the public scoping meeting a final Scoping Document will be prepared that will contain the transcript from the public scoping meeting, any written comments received, as outline of the decisions that have been made during the scoping process, and a summary of the issues to be evaluated in a draft EIS.

II. Description of Study Areas and Project Need

Metro-North's Harlem Line extends 76.6 miles from Grand Central Terminal in Manhattan north through the Bronx, Westchester, Putnam and Dutchess Counties. It is the most densely traveled line in the Metro-North system as it is primarily a two track railroad as distinguished from the three and four tracks on the Hudson and New Haven lines.

The area where construction of the Build Alternatives would take place extends along the railroad right-of-way from Mount Vernon West to Crestwood Station, a distance of approximately 3.6 miles.

Approximately 74,000 passengers were carried on the Harlem Line on an average weekday in 1996. Metro-North is fast approaching capacity on the entire Harlem Line as it is constrained by the four mile section of two tracks between Mount Vernon West and Crestwood. The high frequency of service that traverses this two track section, exacerbated by the limiting physical characteristics of the two track railroad, constrains Metro-North's ability to improve service for the entire Harlem Line.

The Mid-Harlem Third Track will enable Metro-North to provide a greater degree of schedule flexibility by allowing the expansion of service for existing and future customers on the entire Harlem Line. Harlem Line ridership has increased an average of 2.6% annually (1984-1996), and is projected to increase on average another 1.9% annually (1996-2020). Without the third track, only one or two additional trains can be added in either the morning or evening peak hours when 40% of all Harlem Line peak period customers travel. Elimination of this capacity constraint is a prerequisite for adding the additional trains needed to keep pace with demand.

The completion of the Mid-Harlem Third Track Project will meet the needs of Harlem Line customers by providing the following benefits:

- Increase Capacity/Serve New Markets
- Improve Service to Existing Customers
- Support Regional Economic Conditions
- Mitigate the Impacts of Construction and Maintenance Projects
- Improve Service Reliability
- Improve Air Quality

III. Alternatives

The EIS will analyze reasonable alternatives that may achieve the Proposed Action's goals. In addition to Metro-North's preferred configuration of the Mid-Harlem Third Track (the "Preferred Alternative"), seven (7) other Alternatives have been defined, and will be evaluated in the EIS: three (3) build Alternatives, three (3) Operational Alternatives and the No-Build Alternative.

The Preferred Alternative involves the upgrade of an existing third track between Mount Vernon West and Fleetwood and construction of a new 2.5 mile third track from Fleetwood to Crestwood to the west of the existing mainline tracks. Two of the Build Alternatives involve construction on the east side of the right-of-way in the area of Bronxville Station. The third Build Alternative involves an alignment that includes the upgrade of the existing third track between Mount Vernon West and Fleetwood Stations, compresses to two tracks north of Fleetwood Station and expands again to three tracks south of Bronxville Station to Crestwood Station. Under all Build Alternatives, the portion of the third track located between Bronxville and Crestwood would be built between the existing tracks, with all construction on Metro-North property. The No-Build Alternative presents conditions with service provided with the existing track configuration. In addition to the Build and No-Build Alternatives, three Alternatives that consider modifications to Metro-North's operations without changing track configurations: reducing signal spacing and train speeds; installing communication-based signalling; and consolidating and/or eliminating service at certain stations to allow for additional service to other stations, will also be evaluated. All alternatives, including the No-Build Alternative, involve lengthening of trains as needed and as feasible.

IV. Probable Effects/Potential Impacts for Analysis

In the EIS, FTA/Metro-North will evaluate all significant social, economic, and environmental effects, or potential impacts, of the alternatives. Social,

economic and environmental impacts proposed for analysis include land acquisitions and displacements, land use and zoning, secondary development, water quality, wetlands, flooding, navigable waterways and coastal zone, ecologically sensitive areas, threatened and endangered species, traffic and parking, air quality, noise and vibration, energy and conservation, historic/archaeological resources and parklands, construction/community disruption, aesthetics, safety and security, consistency with local plans, hazardous materials, electric and magnetic fields, and environmental justice. Special attention will be given to potential impacts related to traffic, noise and vibration and air quality. Both positive and negative impacts will be evaluated for the construction period and for the long-term period of operation. Measures to mitigate any significant adverse impacts will be considered.

V. FTA Procedures

The EIS process will be conducted according to regulations and guidelines established by NEPA, as well as FTA's regulations found at 23 CFR part 771, and associated guidance documents. The social, economic, and environmental impacts of the Mid-Harlem Third Track Project will be assessed, and, if necessary, the project will be revised or refined to minimize and mitigate any adverse impacts. After its publication, the draft EIS will be available for public agency review and comment. A public hearing will be held. On the basis of the draft EIS and comments received, FTA/Metro-North will complete a final EIS.

Issued on: May 28, 1997.

Anthony G. Carr,

Director, Office of Planning and Program Development.

[FR Doc. 97-14313 Filed 5-28-97; 3:44 pm]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33358]

Wisconsin Central Ltd.; Acquisition Exemption; Tomahawk Railway, Limited Partnership

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of exemption.

SUMMARY: The Board exempts, under 49 U.S.C. 10502, from the prior approval requirements of 49 U.S.C. 10902, Wisconsin Central Ltd.'s (WCL)

acquisition from Tomahawk Railway, Limited Partnership of 4.93 miles of rail line from milepost 133.49 at Somo Avenue in Tomahawk, WI, to milepost 138.42 at Bradley, WI, subject to the labor protection requirements of 49 U.S.C. 10902(d), including a 60-day notice requirement.

DATES: This exemption will be effective 60 days after WCL certifies to the Board that it has posted notice at the workplace of the employees on the affected line and served notice of the transaction on the national offices of the labor unions representing employees on the affected line, setting forth the terms of employment and principles of employee selection to be used in making any changes contemplated by the transaction that will affect employees on the line or their positions. Petitions to stay must be filed by June 17, 1997. Petitions to reopen must be filed by June 27, 1997.

ADDRESSES: Send pleadings, referring to STB Finance Docket No. 33358 to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001; (2) Janet H. Gilbert, P.O. Box 5062, Rosemont, IL 60017-5062; and (3) Robert J. Litwiler, Two Prudential Plaza, 45th Floor, 180 North Stetson Avenue, Chicago, IL 60601.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC News & Data, Inc., 1925 K Street, NW, Suite 210, Washington, DC 20006. Telephone: (202) 289-4357. [Assistance for the hearing impaired is available through TDD services at (202) 565-1695.]

Decided: May 21, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 97-14306 Filed 5-30-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Environmental Assessment for Implementation of White House Security Review Vehicular Traffic Restriction Recommendations

AGENCY: Department of the Treasury.

ACTION: Notice.

SUMMARY: The Department of the Treasury is issuing this notice to inform

the public of the availability of the Environmental Assessment for Implementation of White House Security Review Vehicular Traffic Restriction Recommendations. The Environmental Assessment (EA) has been prepared to address the environmental impacts of the restriction of vehicular access to certain streets in the vicinity of the White House. This EA was prepared following the security action pursuant to the emergency provision (40 CFR 1506.11) of the Council on Environmental Quality's National Environmental Policy Act implementing regulations.

DATES: Comments must be postmarked no later than July 2, 1997. Comments should be sent to the address given under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: For a copy of the EA or for further information contact Mr. Bill McGovern, Environment and Energy Programs Officer, Department of the Treasury, 1500 Pennsylvania Avenue NW, Room 6140 Treasury Annex, Washington, DC 20220; telephone (202) 622-0043; fax (202) 622-1468. The EA is also available on the Department of the Treasury's home page at <http://www.treas.gov>. Additionally, copies of the EA have been mailed to Federal, State, and local agencies; public interest groups; interested individuals; and District of Columbia public libraries.

SUPPLEMENTARY INFORMATION: On May 19, 1995 the Secretary of the Treasury ordered the Director of the United States Secret Service to restrict vehicular traffic on streets surrounding the White House. The Director implemented the action on May 20, 1995. The action was taken to provide necessary and appropriate protection for the President of the United States, the first family, and those working in or visiting the White House complex.

This action was one of several recommendations resulting from the "White House Security Review" (the Review). The Review was ordered by then-Secretary of the Treasury Lloyd Bentsen after a small plane crashed on the South Lawn of the White House. The Review was expanded after a shooting incident outside the White House in October of 1994. In addition to these two incidents, the review had a broad mandate; indeed the Secretary directed the Review to examine "the dangers posed to the White House complex and protectees therein, by air or ground assaults." The final report of the Review is classified; however a "Public Report of the White House Security Review" was made public in

May 1995. The Review's recommendation states that it was "not able to identify any alternative to prohibiting vehicular traffic on Pennsylvania Avenue that would ensure the protection of the President and others in the White House Complex from explosive devices carried in vehicles near the perimeter."

The goal of the EA was to analyze the environmental impacts associated with the security action. Primary focus areas of this EA include the effects of changes in traffic patterns on transportation, air quality, noise, vibration, and impacts to historic places.

Available pre-action data was collected from local agencies and Federal agencies and supplemented by traffic counts and travel time analysis conducted for the EA. With the exception of traffic counts for certain intersections, the available pre-action data was not directly comparable to the post action measurements and did not allow for accurate comparison of before and after action conditions. The analysis in the EA describes the conditions after the action and several traffic modifications which the District of Columbia's Department of Public Works (DCDPW) implemented to alleviate congestion.

A number of recommendations are discussed which could further improve traffic conditions in the area around the White House. These recommendations are presented in the EA; however, they are meant for consideration by the relevant District of Columbia offices which have the legal authority to implement them.

George Muñoz,

Assistant Secretary (Management) and Chief Financial Officer.

[FR Doc. 97-14212 Filed 5-30-97; 8:45 am]

BILLING CODE 4810-25-P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Information Collection; Submission for OMB Review; Comment Request

AGENCY: Office of the Comptroller of the Currency, Treasury.

ACTION: Submission for OMB review; comment request.

SUMMARY: In accordance with the requirements of the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35), the Office of the Comptroller of the Currency (OCC) hereby gives notice that it has sent to the Office of Management and Budget