

project study area will extend from downtown Chicago on the north to downtown St. Louis on the south.

Joint lead agencies, FHWA and IDOT, will prepare an EIS on a proposal to develop high speed rail passenger service between Chicago, Illinois and St. Louis, Missouri. The proposed project involves upgrading an existing 282-mile rail corridor to allow the operation of high speed passenger trains at speeds up to 125 mph. The proposed project also would plan to have high speed passenger trains share the existing railroad right-of-way with existing rail freight service in the Chicago-St. Louis corridor.

Alternatives under consideration include no action and three alternate routes. The alternate routes include Chicago-St. Louis, via Joliet; Chicago-Peotone-St. Louis, via Kankakee; and, Chicago-Peotone-St. Louis, via Wilmington. The Joliet alternate is the current route used by Amtrak for existing intercity passenger rail service. The two Peotone route alternates would allow the State of Illinois to provide high speed intercity rail passenger service to the proposed South Suburban (Third) Airport in south suburban Chicago.

The Joliet and Peotone-Kankakee route alternatives would utilize existing railroad right of way for the entire corridor. The Peotone-Wilmington alternate would utilize existing railroad right of way, but would also include construction of a new railroad alignment between Peotone and Wilmington, approximately 20 miles in length.

The proposed project is intended to increase safety by providing a rail facility with improved equipment, an improved track structure, and other improved design elements; to provide additional capacity for increasing ridership volume; to improve rail passenger operations and better serve the transportation needs of communities in the Chicago-St. Louis corridor; and to help to support the economic development of the region.

Existing ridership is over 300,000 passengers per year in the Chicago-St. Louis corridor. The proposed project is expected to attract over 1 million passengers to this corridor. High speed rail would afford an alternative to other modes of travel that would be less affected by adverse weather, reduce congestion at airports and on highways, and meet transportation needs in a time-saving, fuel-efficient manner. Current Amtrak passenger trains provide 5 hour 30 minute service between Chicago and St. Louis. The proposed project would reduce the overall trip time to 3 hours

30 minutes. In addition, the proposed project would increase the trip frequencies between Chicago and St. Louis from three daily round trips to eight round trips per day.

The scoping process undertaken as part of this proposed project will include distribution of a scoping information packet, coordination with appropriate Federal, State, and local agencies, and review sessions as needed. A formal scoping meeting is scheduled to be held at the IDOT Central Office Auditorium, 2300 South Dirksen Parkway, Springfield, Illinois, on Monday, April 24, 1995, beginning at 1 p.m. Further details of the proposed project and a scoping information packet may be obtained from the IDOT contact persons listed above.

To ensure that the full range of issues related to the proposed project are addressed and all significant issues identified, a comprehensive public involvement program will be undertaken. Public meetings will be held in the study area prior to the public hearing. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS will be available for public agency review and comment prior to the public hearing. In addition, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the IDOT contact persons.

Issued on: April 3, 1995.

Dennis W. Johnson,

Environmental Engineer.

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**Environmental Impact Statement:
Wexford, Grand Traverse, and
Kalkaska Counties, Michigan**

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 proposed improvements of US-131 from north of Manton to north of Kalkaska in Wexford, Grand Traverse and Kalkaska Counties, Michigan.

FOR FURTHER INFORMATION CONTACT: Mr. Norman Stoner, Program Operations Engineer, FHWA, 315 W. Allegan Street, Room 207, Lansing, Michigan, 48933, Telephone: (517) 377-1880; or Mr. Ronald S. Kinney, Manager, Environmental Section, Bureau of Transportation Planning, Michigan

Department of Transportation, P.O. Box 30050, Lansing, Michigan, 48909, Telephone: (517) 335-2621.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Michigan Department of Transportation (MDOT), is preparing an Environmental Impact Statement (EIS) for the proposed improvements of US-131 from north of Manton to north of Kalkaska in Wexford, Grand Traverse, and Kalkaska Counties, Michigan. The purpose of the improvements is to complete the freeway system serving the western half of the northern lower peninsula. The freeway will provide a high speed non-stop facility which will make the region's markets, resources, and employment base accessible to more clients and customers. The completion of this 45 kilometer (28 mile) project is important to other economic development efforts in this region. Alternatives under consideration include: (1) No Action, (2) Low Capital Improvements, and (3) Freeway Alternatives.

The Low Capital Alternative proposes the possibility of passing relief lanes, intersection and interchange improvements, and other minor traffic safety modifications.

The Freeway Alternative is a four-lane divided, controlled access freeway with a median. A number of freeway alignments are being studied and are described as follows:

Line 1 crosses the Manistee River east of the existing structure, and continues northeasterly around the communities of Fife Lake, South Boardman, and Kalkaska. Potential interchange locations for access to these communities are located at Coster Road, Boardman Road, and M-72.

Line 2 follows the same path as Line 1 from the Manistee River to the community of South Boardman, where it curves westerly to interchange with existing US-131 halfway between South Boardman and Kalkaska. Another potential interchange location is at M-72 northwest of Kalkaska. This alignment also proposes to extend M-72 across US-131 on the south side of town where an interchange would be located to serve traffic going into and east of Kalkaska.

Line 3 crosses the Manistee River west of the existing structure. Interchanges are proposed at M-186, Boardman Road, extended M-72 south of Kalkaska, and existing M-72 north of Kalkaska. Approximately 14.5 kilometers (nine miles) from the northern limits of Kalkaska, this alternative merges east to existing US-131.

Line 4 crosses the Mainstee River at the same location as Line 1. However, from the river it travels northwesterly to cross existing US-131 halfway between the Manistee River and Fife Lake. It then continues north across existing M-72, where it traverses a wetland and merges with existing US-131 about 8 kilometers (five miles) north of Kalkaska.

Line 5 crosses the Manistee River adjacent to the existing structure and continues northerly before merging with line 3 west of Kalkaska. Interchanges would be located at M-186, Boardman Road, extended M-72, and existing M-72.

Line 6 crosses the Manistee River adjacent to the existing structure. It maximizes the use of the existing right-of-way by staying as close as possible to existing US-131, which will serve as a local north-south route. Potential interchanges are located at M-186, Boardman Road, the proposed extension of M-72, and at M-72, northwest of Kalkaska. North of the community of South Boardman, this alignment extends west of existing US-131 and merges with Line 3.

The proposed extension of M-72 from south of the US-131/M-72 intersection westerly to an interchange with the proposed western freeway alignments could be a two-lane or four-lane cross section, and will be discussed in the DEIS.

Early coordination with a number of federal, state, and local agencies has identified the more significant issues to be addressed in the EIS. A summary of the scoping process to date, identifying the alternatives being considered and the social, economic, and environmental issues involved, is being prepared.

The scoping summary will be available to all interested agencies, organizations, and individuals on request. A public information meeting was held on November 3, 1994, to provide the public an opportunity to discuss the proposed action. Additional public information meetings are anticipated. Comments on the scoping summary and issues identified are invited from all interested parties. Requests for a copy of the scoping summary or any comments submitted should be addressed to the above contact persons.

The Draft EIS is scheduled for completion in 1996, and will be available for public and agency review.

(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: April 6, 1995.

A. George Ostensen,

Division Administrator, Federal Highway Administration.

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DEPARTMENT OF THE TREASURY

Office of the Secretary

Notice of Call for Redemption

Washington, April 11, 1995.

To Holders of 8 $\frac{3}{8}$ Percent Treasury Bonds of 1995-00, and Others Concerned:

1. Public notice is hereby given that all outstanding 8 $\frac{3}{8}$ percent Treasury Bonds of 1995-00 (CUSIP No. 912810 BV 9) dated August 15, 1975, due August 15, 2000, are hereby called for redemption at par on August 15, 1995, on which date interest on such bonds will cease.

2. Full information regarding the presentation and surrender of such bonds held in coupon and registered form for redemption under this call will be found in Department of the Treasury Circular No. 300, Revised, dated March 4, 1973, and by contacting a Federal Reserve Bank or Branch.

3. Such bonds held in book-entry form will be paid automatically on August 15, 1995, whether held on the books of the Federal Reserve Banks or in TREASURY DIRECT accounts.

Gerald Murphy,

Fiscal Assistant Secretary.

[FR Doc. 95-9300 Filed 4-11-95; 4:07 pm]

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[Treasury Directive Number 27-02]

Organization and Functions of the Fiscal Service

Dated: April 6, 1995.

1. *Purpose.* This Directive describes the organization and functions of the Fiscal Service, which administers the Government's financing operations and fiscal affairs.

2. *Organization Structure.* In accordance with 31 U.S.C. 306, the Fiscal Service consists of the Office of the Fiscal Assistant Secretary; the Financial Management Service, which has as its head a Commissioner; and the Bureau of the Public Debt, which has as its head a Commissioner. The Fiscal Assistant Secretary is the head of the Fiscal Service and is appointed by the Secretary of the Treasury, in accordance with 31 U.S.C. 301(d).

3. *Office of the Fiscal Assistant Secretary.* The officials, organization

and functions of the Office of the Fiscal Assistant Secretary are as follows.

a. *The Fiscal Assistant Secretary* is responsible for the following functions.

(1) Provides general supervision, policy oversight, management, and coordination of the Financial Management Service and the Bureau of the Public Debt.

(2) Oversees the development of policies, programs, and systems for the collection, disbursement, management and security of public monies in the United States and in foreign countries and the related governmentwide accounting and reporting for such funds.

(3) Oversees the development of policies, programs, and systems for financing and accounting for the public debt.

(4) Provides general supervision and policy oversight of the Department of the Treasury's role as lead agency in improving cash management, credit administration, and financial management systems on a governmentwide basis.

(5) Provides policy advice and general oversight regarding international cash management activities and improvements, including the agreements to purchase foreign currencies and the holding and disbursement of these funds.

(6) Ensures the timely consolidation and publication of information on the Federal Government's financial operations and financial position for use by policy makers and decision makers in the Government and in the private sector financial markets.

(7) Directs the implementation of security enhancements to ensure the authentication and integrity of data affecting electronic funds transfers.

(8) Oversees the administration and investment of the major Federal Government accounts and trust funds, such as the Social Security Trust Funds, Civil Service Retirement and Disability Fund, and the Highway Trust Fund.

(9) Oversees the management of the Treasury's daily cash position and the investment of Treasury's excess operating cash balances.

(10) Provides estimates of the Treasury's future cash and debt position for use by the Department in connection with its financing activities and other financial operations.

(11) Oversees the performance of fiscal agency functions by the Federal Reserve banks as fiscal agents of the Treasury.

(12) Approves new and revised governmentwide principles and standards and system designs for Treasury's fiscal accounting systems