

SMALL BUSINESS ADMINISTRATION**[Declaration of Disaster #2985]****State of Florida**

Pinellas County and the contiguous Counties of Hillsborough and Pasco in the State of Florida constitute a disaster area as a result of damages caused by tornadoes, wind burst, and thunderstorms which occurred on October 27, 1997. Applications for loans for physical damage may be filed until the close of business on January 5, 1998 and for economic injury until the close of business on August 4, 1998 at the address listed below or other locally announced locations: U.S. Small Business Administration, Disaster Area 2 Office, One Baltimore Place, Suite 300, Atlanta, GA 30308

The interest rates are:

	Percent
For Physical Damage:	
Homeowners with credit available elsewhere	7.625
Homeowners without credit available elsewhere	3.812
Businesses with credit available elsewhere	8.000
Businesses and non-profit organizations without credit available elsewhere	4.000
Others (including non-profit organizations) with credit available elsewhere	7.125
For Economic Injury:	
Businesses and small agricultural cooperatives without credit available elsewhere ...	4.000

The number assigned to this disaster for physical damage is 298511 and for economic injury the number is 9636.400.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: November 4, 1997.

Aida Alvarez,
Administrator.

[FR Doc. 97-30266 Filed 11-17-97; 8:45 am]

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SMALL BUSINESS ADMINISTRATION**[Declaration of Disaster #2986]****State of Florida**

Manatee County and the contiguous Counties of DeSoto, Hardee, Hillsborough, Polk, and Sarasota in the State of Florida constitute a disaster area as a result of damages caused by extensive flash flooding as a result of severe rains which occurred on October 31, 1997. Applications for loans for physical damage may be filed until the

close of business on January 5, 1998 and for economic injury until the close of business on August 4, 1998 at the address listed below or other locally announced locations:

U.S. Small Business Administration,
Disaster Area 2 Office, One Baltimore Place, Suite 300, Atlanta, GA 30308

The interest rates are:

	Percent
For Physical Damage:	
Homeowners with credit available elsewhere	7.625
Homeowners without credit available elsewhere	3.812
Businesses with credit available elsewhere	8.000
Businesses and non-profit organizations without credit available elsewhere	4.000
Others (including non-profit organizations) with credit available elsewhere	7.125
For Economic Injury:	
Businesses and small agricultural cooperatives without credit available elsewhere	4.000

The number assigned to this disaster for physical damage is 298606 and for economic injury the number is 963500.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: November 4, 1997.

Ginger Lew,
Acting Administrator.

[FR Doc. 97-30268 Filed 11-17-97; 8:45 am]

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SMALL BUSINESS ADMINISTRATION**[Declaration of Disaster #2988]****Louisiana; (and Contiguous County in Texas)**

Beauregard Parish and the contiguous parishes of Allen, Calcasieu, Jefferson Davis, and Vernon State of Louisiana; and Newton County in Texas constitute a disaster area as a result of damages caused by severe thunderstorms, rain, and tornadoes which occurred on October 23-24, 1997. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on January 12, 1998 and for economic injury until the close of business on August 10, 1998 at the address listed below U.S. Small Business Administration, Disaster Area 3 Office, 4400 Amon Carter Blvd., Suite 102, Ft. Worth, TX 76155.

The interest rates are:

	Percent
For Physical Damage:	

	Percent
Homeowners with credit available elsewhere	7.625
Homeowners without credit available elsewhere	3.812
Businesses with credit available elsewhere	8.000
Businesses and non-profit organizations without credit available elsewhere	4.000
Others (including non-profit organizations) with credit available elsewhere	7.125
For Economic Injury:	
Businesses and small agricultural cooperatives without credit available elsewhere ...	4.000

The numbers assigned to this disaster for physical damage is 298812 and for Louisiana; and 298912 for Texas. For economic injury the numbers are 966900 for Texas.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: November 10, 1997.

Aida Alvarez,
Administrator.

[FR Doc. 97-30267 Filed 11-17-97; 8:45 am]

BILLING CODE 8025-01-P-M

DEPARTMENT OF STATE**Office of the Secretary****[Public Notice No. 2628]**

New International Bridge, Brownsville, Texas: Finding of No Significant Impact and Summary Environmental Assessment

SUMMARY: On October 9, 1997 the Department of State made a finding that two new international bridges sponsored by the Brownsville Navigation District (hereafter, BND), Brownsville, Texas, would have no significant impact on the environment. Accordingly, the Department of State is announcing issuance of a finding of no significant impact. A draft environmental assessment of the proposed Port of Brownsville International Crossings was prepared for the BND, under the guidance and supervision of the State Department, by Parsons Brinckerhoff Quade & Douglas, Inc., of Austin, Texas; St. John-Villarreal Associates of Fairfax, Virginia; Mariah Associates of Austin, Texas; Gonzalez Engineers and Surveyors of Brownsville, Texas; and Dr. Michael Tewes of Kingsville, Texas. The Department of State placed a notice in the **Federal Register** (56 FR 223 November 19, 1991) regarding the availability for inspection of the Brownsville Navigation District's

Permit application and the draft environmental assessment; one public comment was received, from the Texas Center for Policy Studies. In August 1995, Hicks & Company, of Austin, Texas and Brown & Root, Inc. of Houston, Texas, submitted an addendum to the environmental assessment. In March 1997, Hicks & Company submitted a document summarizing mitigation efforts associated with the permit application.

Eighteen Federal and state agencies reviewed the draft environmental assessment. They were: the Immigration and Naturalization Service, the United States Customs Service, the Food and Drug Administration, the Animal and Plant Health Inspection Service (of the Department of Agriculture), the General Services Administration, the International Boundary and Water Commission-United States Section, the Department of Defense, the Department of Transportation (Federal Highway Administration and the United States Coast Guard), the Federal Emergency Management Agency, the Department of the Interior (United States Fish and Wildlife Service), the Department of Commerce, the Environmental Protection Agency, the Interstate Commerce Commission (now part of the Department of Transportation), the Department of State, the Texas Parks and Wildlife Department, the Texas Department of Transportation, the Texas Historical Commission, and the Texas Natural Resource Conservation Commission (formerly the Texas Water Commission). All comments received from these agencies were either responded to directly or resulted in further analysis being conducted and incorporated into this assessment, including consideration of mitigation measures. Additionally, the BND met and corresponded with agencies to discuss ways of meeting their particular concerns and, where appropriate, to discuss mitigation measures; these contacts were most frequent with the U.S. Fish and Wildlife Service (USFWS).

The results of the BND's meetings and other contacts with agencies involved in the application review were recorded in correspondence and in the August, 1995 and March, 1997 addenda to the 1991 BND application. This summary environmental assessment, the comments submitted by the agencies, the responses to these comments, and all correspondence between the agencies and the Permit applicant addressing the agencies' concerns, together constitute the final environmental assessment.

Based on the final environmental assessment, including mitigation measures, and information developed during the review of the BND's application, the Department of State has concluded that issuance of the Presidential Permit authorizing construction of the Port of Brownsville International Crossings will not have a significant impact on the quality of the human environment within the United States. In accordance with the National Environmental Policy Act, 42 U.S.C. § 4321 *et seq.*, Council on Environmental Quality Regulations, 40 CFR 1501.4 and 1508.13, and with Department of State Regulations, 22 CFR 161.8(c), an environmental impact statement, therefore, will not be prepared.

A finding of no significant impact was made on October 9, 1997.

ADDRESSES: Copies of the Finding of No Significant Impact may be obtained from M. Elizabeth Swope, Coordinator, U.S.-Mexico Border Affairs, Office of Mexican Affairs, Room 4258, Department of State, Washington, D.C. 20520 (202-647-8529).

SUPPLEMENTARY INFORMATION: The Department of State (the Department) is charged with issuance of Presidential Permits for the construction of international bridges between the United States and Mexico under the International Bridge Act of 1972, 86 Stat. 731; 33 U.S.C. § 535 *et seq.*, and Executive Order 11423, 33 FR 11741 (1968), as amended by Executive Order 12847 of May 17, 1993, 58 FR 96 (1993).

The Brownsville Navigation District, Texas, has applied to the Department for a Presidential Permit to build two bridges, one for commercial-cargo vehicular traffic and the other for commercial-cargo rail traffic, across the Rio Grande River from River Mile 24, eight miles east of downtown Brownsville, Cameron County, Texas, and three miles south of the Brownsville Ship Channel, to Matamoros, Tamaulipas, Mexico. The site is 13.5 miles west of the mouth of the Rio Grande, which empties into the Gulf of Mexico. There are no bridges between the site and the Gulf of Mexico.

The two bridges will be built adjacent to each other at the terminus of an undeveloped 1,000-foot wide, BND-owned corridor extending three miles northward from the site to the Brownsville Ship Channel. The bridges will be connected to the Ship Channel by a roadway and a railway built through the center of the corridor. Texas State Highway 4 (SH 4) bisects the corridor approximately 3,600 feet north of the bridge site. The General Services

Administration (GSA) inspection facility and BND toll-installation will be located on 40 acres of land immediately south of SH 4.

The new bridges will:

- Provide the Port of Brownsville with additional direct rail and road links with Mexico, thereby enhancing its competitiveness;
- Create an alternative route for commercial traffic destined for the Port, most of which is obliged to use bridges located in downtown Brownsville (the Los Tomates bridge, scheduled to open in March, 1999, is also located in the metropolitan Brownsville area).
- Divert traffic away from downtown Brownsville bridges and thereby reduce noise, vehicle congestion, air pollution, and deterioration of roadways in the downtown area caused by commercial traffic.
- Reduce the traffic of hazardous materials carriers through populated areas in Brownsville; and
- Accommodate anticipated economic growth in the Brownsville area.

Summary Environmental Assessment

The Department evaluated possible environmental impacts of the project. The Lower Rio Grande Valley of Texas is the primary zone of occupation within the United States for two species of Federally-protected cat, the ocelot and the jaguarundi. The project area constitutes a potential travel corridor for the cats. Additionally, there is potential that a Federally-protected bird, the northern aplomado falcon, may nest in or near the area. The project corridor contains 93 acres of wetlands, 12.77 acres of which would be lost, and lies entirely within the 100-year floodplain.

The BND worked closely with all agencies involved in the review process, especially the USFWS, to address their concerns about the possible environmental impacts of this project. The project has been extensively redesigned to avoid and mitigate potential impacts. Specifically, the BND has agreed, *inter alia*, to elevate the bridges inland 430 feet and revegetate the area underneath the bridge structures to reestablish a wildlife travel corridor; construct a minimum of ten culverts in the elevated approach structure leading to the bridges that will allow wildlife to pass through; conduct a breeding-season nest survey to gather information about the northern aplomado falcon, conduct a three-year public education and information campaign focusing on three Federally-protected species; and enhance or create 60.6 acres of wetlands adjacent to Little San Martin Lake, located north of the

Ship Channel, about five miles from the impact site.

The Department considered cumulative environmental impacts resulting from the project. Mitigation of wetlands impacts, preservation of the riparian vegetation corridor, and establishment of travel corridors for endangered cats will minimize the project's contribution to potential environmental impacts caused by existing and reasonably foreseeable international crossings in the Lower Rio Grande Valley. The reduction in vehicle waiting times and the deviation of a significant portion of commercial traffic from downtown Brownsville bridges will positively impact air quality for the population of the region. The removal of hazardous cargoes from downtown Brownsville will have a positive impact on public safety. The commercial-cargo-only nature of the bridges and constraints to secondary development in the project area will limit urban and commercial sprawl.

On April 30, 1992, a programmatic agreement was executed among the Department of State, the Texas State Historic Preservation Officer (SHPO), the Texas Department of Transportation, the Advisory Council on Historic Preservation, and the Brownsville Navigation District, in which the BND agreed, *inter alia*, to:

- Conduct a cultural resources survey within the Area of Potential Effect prior to initiating construction;
- Consult with the SHPO to avoid, minimize, or mitigate adverse effects on any standing structures or archaeological properties within the Area of Potential Effect eligible for inclusion in the National Register of Historic Places; and
- Consult with the SHPO to develop a plan for recovery of any archaeological data within the Area of Potential Effect that cannot be avoided or preserved in place.

Dated: November 4, 1997.

M. Elizabeth Swope,

Coordinator, U.S.-Mexico Border Affairs.

[FR Doc. 97-30162 Filed 11-17-97; 8:45 am]

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DEPARTMENT OF STATE

Office of the Secretary

[Public Notice No. 2629]

New International Bridge, Brownsville, Texas: Issuance of Presidential Permit

SUMMARY: The Department of State is announcing the issuance to the

Brownsville Navigation District of a Presidential Permit for two new international bridges between Brownsville, Texas, and Matamoros, Tamaulipas, Mexico. The Department determined that issuance of the Permit would serve the national interest and the Permit was signed on October 12, 1997 and issued on November 3, 1997 pursuant to the International Bridge Act (33 U.S.C. 555 *et seq.*) and Executive Order 11423, 33 FR 11741 (1968), as amended by Executive Order 12847 of May 17, 1993, 58 FR 96 (1993). No notifications of disagreement were received within the 15-day period prescribed in Section 1(f) of Executive Order 11423.

ADDRESSES: Copies of the Presidential Permit may be obtained from M. Elizabeth Swope, Coordinator, U.S.-Mexico Border Affairs, Office of Mexican Affairs, Room 4258, Department of State, Washington, D.C. 20520 (Telephone 202-647-8529).

SUPPLEMENTARY INFORMATION: Notice of the application by the Brownsville Navigation District for a Permit to build two new international bridges across the Rio Grande between Brownsville, Texas, and Matamoros, Tamaulipas, Mexico, was placed in the **Federal Register** on November 19, 1991, 56 FR 223. The new bridges will be located parallel to each other about eight miles east of downtown Brownsville, Cameron County, Texas at River Mile 24. One bridge will be for commercial-cargo vehicular traffic and the other will be for commercial-cargo rail traffic. The bridges are intended to remove commercial tariff bound for the Port of Brownsville from downtown Brownsville. Eighteen Federal and state agencies reviewed the draft environmental assessment. They were: the Immigration and Naturalization Service, the United States Customs Service, the Food and Drug Administration, the Animal and Plant Health Inspection Service (of the Department of Agriculture), the General Service Administration, the International Boundary and Water Commission—United States Section, the Department of Defense, the Department of Transportation (Federal Highway Administration and the United States Coast Guard), the Federal Emergency Management Agency, the Department of the Interior (United States Fish and Wildlife Service), the Department of Commerce, the Environmental Protection Agency, the Interstate Commerce Commission (now part of the Department of Transportation), the Department of State, the Texas Parks

and Wildlife Department, the Texas Department of Transportation, the Texas Historical Commission, and the Texas Natural Resource Conservation Commission (formerly the Texas Water Commission).

Dated: November 4, 1997.

M. Elizabeth Swope,

Coordinator, U.S.-Mexico Border Affairs.

[FR Doc. 97-30163 Filed 11-17-97; 8:45 am]

BILLING CODE 4710-45-M

DEPARTMENT OF STATE

[Public Notice 2630]

Privacy Act of 1974; Creation of a New System of Records

Notice is hereby given that the Department of State proposes to create a new system of records, STATE-23, pursuant to the provisions of the Privacy Act of 1974, as amended (5 U.S.C. 552a), and the Office of Management and Budget Circular No. A-130, Appendix I. The Department's report was filed with the Office of Management and Budget on November 5, 1997.

This system of records is being implemented by the Department of State pursuant to the Debt Collection Improvement Act of 1996 to support its responsibilities with regard to the accounting and collection of debts incurred by employees of the Department of State, employees of other federal agencies, private U.S. citizens and other individuals with the Department of State or the U.S. Government. The information included is directly related to the accounting and collection of these debts.

Any persons interested in commenting on this new system of records may do so by submitting comments in writing to Kenneth F. Rossman, Acting Chief; Programs and Policies Division, Office of Information Resources Management Programs and Services, Room 1239, Department of State, 2201 C Street, NW, Washington, DC 20520-1512.

This system of records will be effective 40 days from the date of publication (December 29, 1997) unless we receive comments which will result in a contrary determination.

The new system description, "Records of the Domestic Accounts Receivable Tracking System, STATE-23" will read as set forth below.