

FOR FURTHER INFORMATION CONTACT: H. Jeff Warren, (202) 565-1549. 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., Suite 210, 1925 K Street, NW, Washington, DC 20423, telephone (202) 289-4357. (Assistance for the hearing impaired is available through TDD services (202) 565-1695.)

This action will not significantly affect either the quality of the human environment or energy conservation.

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act.

Decided: September 18, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 97-25352 Filed 9-23-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33463]

The Burlington Northern and Santa Fe Railway Co.—Trackage Rights Exemption—The Houston Belt & Terminal Railway Co.

The Houston Belt & Terminal Railway Company (HB&T) has agreed to grant local trackage rights to The Burlington Northern and Santa Fe Railway Company (BNSF) over HB&T's tracks in Houston, TX, as follows: (a) The West Belt main line between Belt Junction, at milepost 7.2, and TN&O Junction, at milepost 11.1; and (b) the East Belt main line between (1) milepost 0.0 and milepost 3.4, and (2) milepost 12.5, at Tower 85, and milepost 14.3, at Double Track Junction, a distance of approximately 9.1 miles.

The transaction is scheduled to be consummated on September 17, 1997.

The purpose of the local trackage rights is to permit BNSF to provide service to HB&T's shippers and to improve the operating efficiencies of the applicants.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in

Mendocino Coast Ry., Inc.—Lease and Operate, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33463, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Michael E. Roper, Esq., PO Box 961039, Fort Worth, TX 76161-0039.

Decided: September 15, 1997.

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

Vernon A. Williams,

Secretary.

[FR Doc. 97-25351 Filed 9-23-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33461]

Southern Pacific Transportation Co.—Trackage Rights Exemption—The Houston Belt & Terminal Railway Co.

The Houston Belt & Terminal Railway Company (HB&T) has agreed to grant overhead and local trackage rights to Southern Pacific Transportation Company (SP) over HB&T's tracks in Houston, Harris County, TX. The overhead trackage rights are described as follows: (1) The West Belt Subdivision between milepost 0.0 and milepost 11.1; (2) the East Belt Subdivision between milepost 0.0 and milepost 14.3; and (3) the Columbia Tap from SP milepost 9.2 to the end of the line. The local trackage rights are described as follows: (1) The West Belt Subdivision between 0.00 and connection at milepost 7.2; (2) the East Belt Subdivision between Belt Junction, at milepost 3.4, and GH&H connection, at milepost 12.5; and (3) the Columbia Tap near Pierce Junction, at SP milepost 9.2, to the end of the line.

The transaction is scheduled to be consummated on or after October 6, 1997.

The purpose of the overhead trackage rights is to permit SP to operate over HB&T's trackage in Houston. The purpose of the local trackage rights is to permit SP to provide service directly to

shippers on HB&T's tracks in the City of Houston.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33461, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Joseph D. Anthofer, Esq., 1416 Dodge Street, #830, Omaha, NE 68179.

Decided: September 15, 1997.

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

Vernon A. Williams,

Secretary.

[FR Doc. 97-25349 Filed 9-23-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33462]

Union Pacific Railroad Co.—Trackage Rights Exemption—The Houston Belt & Terminal Railway Co.

The Houston Belt & Terminal Railway Company (HB&T) has agreed to grant local trackage rights to Union Pacific Railroad Company (UP) over HB&T's tracks in Houston, Harris County, TX, as follows: (1) The West Belt Subdivision between milepost 0.00 and connection at milepost 7.2; (2) the East Belt Subdivision between Belt Junction, at milepost 3.4, and GH&H connection, at milepost 12.5; and (3) the Columbia Tap near Pierce Junction, at SP milepost 9.2, to the end of the line.

The transaction is scheduled to be consummated on or after October 6, 1997.

The purpose of the local trackage rights is to permit UP to provide service directly to shippers on HB&T's tracks and will result in an efficient and economical operation in the City of Houston.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33462, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Joseph D. Anthofer, Esq., 1416 Dodge Street, #830, Omaha, NE 68179.

Decided: September 15, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-25350 Filed 9-23-97; 8:45 am]

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DEPARTMENT OF THE TREASURY

Finding of No Significant Impact for Implementation of White House Security Review Vehicular Traffic Restriction Recommendations

AGENCY: Department of the Treasury.

ACTION: Notice.

SUMMARY: Notice is hereby given that the Department of the Treasury (Treasury) has made a finding of no significant impact (FONSI) with respect to the environmental assessment (EA) for implementation of White House Security Review Vehicular Traffic Restriction Recommendations. This EA was prepared by the Department of the Treasury following the security action to restrict vehicular access to certain streets in the vicinity of the White House Complex pursuant to the emergency provision (40 CFR 1506.11) of the Council on Environmental Quality's (CEQ) National Environmental Policy Act (NEPA) implementing regulations. The Federal Highway Administration (FHWA) was a cooperating agency.

FOR FURTHER INFORMATION CONTACT: For a copy of the FONSI contact Mr. Bill McGovern, Environment and Energy

Programs Officer, 1500 Pennsylvania Avenue, NW, Treasury Annex Room 6140, Washington, DC, 20220; telephone (202) 622-0043; fax (202) 622-1468. Copies of the EA are also available at the above address. The EA is still available on the Department of the Treasury's home page at <http://www.treas.gov>. Additionally, copies of the EA were mailed to Federal, State, and local agencies; public interest groups; interested individuals; and District of Columbia public libraries.

SUPPLEMENTARY INFORMATION: On June 2, 1997, the Treasury made the EA available to the public for a thirty day comment period. A total of 650 copies of the EA were distributed to Federal, state, and local agencies, Members of Congress, the Government of the District of Columbia, private organizations and interested members of the public. Additionally, the EA was available via the Internet. Twelve comment letters were received. Three of the comment letters were from private individuals. Two were from individuals or agencies representing the District of Columbia: Eleanor Holmes Norton, and the District of Columbia Department of Public Works (DCDPW). Three were from historic preservation organizations and sites: the Advisory Council on Historic Preservation (ACHP); the National Trust for Historic Preservation; and Saint John's Church. Four were from other governmental entities: Region III of the Environmental Protection Agency; the National Capital Planning Commission; the National Park Service (NPS); and the Washington Area Metropolitan Transit Authority (Metro).

A brief description of the security action and the findings of the EA are presented below followed by a summary of the issues raised in the comment letters along with Treasury's response for each issue.

On May 19, 1995 the Secretary of the Treasury ordered the Director of the United States Secret Service to restrict vehicular traffic on certain streets surrounding the White House Complex. The Director implemented the action on May 20, 1995. The security 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 security action was one of several recommendations resulting from the "White House Security Review" (the Review). The final report of the Review is classified; however a "Public Report of the White House Security Review" was issued 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 EA examined the impacts of the security action on transportation, air quality, noise, vibration, visual/aesthetic resources, cultural resources, pedestrian access, socioeconomic resources, natural resources and cumulative environmental effects.

Available pre-action data was collected from local 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 described the conditions after the action and several traffic modifications which the DCDPW implemented to alleviate congestion.

The EA did identify certain streets which received large increases in traffic after the security action. It also identified other streets which had large decreases in traffic. It was impossible to determine exactly how much of the increase or decrease was due to the security action because of the above mentioned lack of pre-action data. The majority of the streets in the study area continue to operate at an acceptable level, and traffic levels are typical of a downtown area in a major city.

The changes in traffic patterns did not result in any violations of National Ambient Air Quality Standards (NAAQS) for carbon monoxide, the pollutant of highest concern in intersection modeling. While the area remains in non-attainment status for ozone, ozone levels should not be significantly changed as a result of the security action. Ozone changes are more apt to result when there is a significant increase in vehicle miles traveled. The security action merely shifted traffic within the local area.

Noise levels in the study area were not significantly increased by the security action. Levels in the area on the north side of the White House dropped noticeably. Vibration levels on H street were examined and found to be similar to pre-existing levels. The frequency of vibration probably did increase; however, because the vibration levels remain below the threshold for damage to fragile historic buildings, no problems are anticipated.