

SUPPLEMENTARY INFORMATION: The FEIS/FEIR considers the effects of renewing the Cachuma Project Contract under which water service has been provided to the member units. The original Cachuma Project Contract (No. I75r-1802) was executed on September 12, 1949, for irrigation, and municipal and industrial purposes under the provisions of section 9(c)(2) and 9(e) of the 1939 Reclamation Project Act. The authority for contract renewal is pursuant to the Act of July 2, 1956, 70 Stat. 483, and the Act of June 21, 1963, 77 Stat. 68, requiring the Secretary of the Department of the Interior, upon request, to renew long-term contracts.

The Cachuma Project has been the principal water supply for the majority of the member units since initial deliveries began in 1955. These member units include the City of Santa Barbara, Goleta Water District, Montecito Water District, Summerland Water District, Carpinteria County Water District, and the Santa Ynez River Water Conservation District, Improvement District No. 1. The original Cachuma Project Contract had a term of 40 years and expired on May 14, 1995.

A Phase I Renewal Contract was executed on April 25, 1995, for purposes of continuing the rights and obligations under the original Contract until April 15, 1996, to allow the contract renewal negotiation process to be completed. A proposed Cachuma Project Long-Term Renewal Contract was made available to the public for a 60-day review period beginning November 14, 1995.

The proposed Cachuma Project Long-term Renewal Contract is a water service contract with a term of 25 years. It will be retroactively effective to extend from May 15, 1995, through September 30, 2020, even though the contract requires repayment of the remaining Cachuma Project capital costs within 20 years.

The FEIS/FEIR evaluates several alternatives, including the no action alternative, and also describes the existing environment and environmental consequences of contract renewal. The FEIS/FEIR considers the following issues: environmental improvement and restoration with respect to biological resources, including fisheries, wildlife, and riparian vegetation, surface water hydrology, groundwater hydrology, flood control, water supply and demand, water pricing and delivery practices, increased operational efficiency, increased conservation, conjunctive use, water exchanges and transfers, recreational enhancement and land use policies, agriculture,

socioeconomic conditions, cultural resources, and Indian Trust Assets.

The terms and conditions of the proposed Cachuma Long Term Renewal Contract represents the lead agencies' preferred alternative. It combines features of the original Contract with higher water rates and a "renewal fund" that may be used for various environmental restoration purposes. Relative to the "no action" alternative, there are no significant environmental, socioeconomic, or agricultural impacts under the proposed contract/preferred alternative, and current operations of the Cachuma Project are unchanged. In addition, there will be opportunities to restore riparian and other habitats along the Santa Ynez River using the renewal fund. Therefore, no mitigation measures are required for renewal of the Cachuma Project Contract.

The Santa Ynez Indian Reservation, the Southern California Area Office of the Bureau of Indian Affairs (BIA), and the Sacramento Area Office of the BIA have been contacted by Reclamation regarding Indian Trust Assets (ITAs) that may be affected by the proposed action. No potentially affected ITAs have been identified by the BIA.

The Draft EIS/EIR (DEIS/DEIR) was issued November 16, 1994. Responses to comments received from interested organizations and individuals on the DEIS/DEIR are addressed in the FEIS/FEIR. No decision will be made on the proposed action until 30 days after the release of the FEIS/FEIR. After the 30-day waiting period, Reclamation will complete a Record of Decision (ROD). The ROD will state the action that will be implemented and will discuss all factors leading to the decision.

Dated: December 8, 1995.

Franklin E. Dimick,

Acting Regional Director.

[FR Doc. 95-31027 Filed 12-21-95; 8:45 am]

BILLING CODE 4310-94-P

INTERSTATE COMMERCE COMMISSION

Availability of Environmental Assessments

Pursuant to 42 U.S.C. 4332, the Commission has prepared and made available environmental assessments for the proceedings listed below. Dates environmental assessments are available are listed below for each individual proceeding.

To obtain copies of these environmental assessments contact Ms. Tawanna Glover-Sanders, Interstate Commerce Commission, Section of

Environmental Analysis, Room 3219, Washington, DC 20423, (202) 927-6203.

Comments on the following assessment are due 15 days after the date of availability:

AB-32 (Sub-No. 70X), Boston and Maine Corporation—Abandonment and Discontinuance of Service—Middlesex County, Massachusetts. EA available 12/11/95.

AB-364 (Sub-No. 2X), Texas Northeastern Division, Mid-Michigan Railroad, Inc.—Discontinuance of Service Exemption—in Lamar and Red River Counties, Texas; and

AB-3 (Sub-No. 125X), Missouri Pacific Railroad Company—Abandonment Exemption—in Lamar and Red River Counties, Texas. EA available 12/15/95.

AB-448 (Sub-No. 1X), SF&L Railway, Inc.—Abandonment Exemption—in Ellis and Hill Counties, TX. EA available 12/15/95.

Comments on the following assessment are due 30 days after the date of availability:

None.

Vernon A. Williams,

Secretary.

[FR Doc. 95-31174 Filed 12-21-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32806]

Clinton Industrial Switching District, Inc., d/b/a Clinton Terminal Railroad Company—Operation Exemption—Lines of Clinton Switching District, Inc.

Clinton Industrial Switching District, Inc., d/b/a Clinton Terminal Railroad Company (Clinton), a noncarrier, has filed a verified notice under 49 CFR part 1150, Subpart D—*Exempt Transactions* to operate a line of railroad owned by the Clinton Industrial Switching District, Inc., between milepost 199.0 at Moltonville, NC to milepost 202.5 at Clinton, NC. Clinton's operation of the line is expected to begin soon after the effective date of the exemption.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to reopen will not stay the exemption's effectiveness. An original and 10 copies of all pleadings, referring to Finance Docket No. 32806, must be filed with the Office of the Secretary, Case Control Branch, Interstate Commerce Commission,¹ 1201 Constitution

¹ Legislation to sunset the Commission on December 31, 1995, and transfer remaining

Avenue NW., Washington, DC 20423. In addition, a copy of each pleading must be served on Peter A. Greene, Thompson, Hine and Flory, 920 N Street NW., Washington, DC 20035.

Decided: December 14, 1995.

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

Vernon A. Williams,

Secretary.

[FR Doc. 95-31081 Filed 12-21-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32822]

Lancaster Northern Railway—Acquisition and Operation Exemption—Line of Consolidated Rail Corporation

Lancaster Northern Railway (LANO), a noncarrier, has filed a notice of exemption to acquire and operate approximately 12.90 miles of rail line owned by Consolidated Rail Corporation (Conrail), known as the Akron Secondary Track LC 20-0337, between the connection with Conrail at approximately milepost 0.05 at Sinking Spring, Berks County, PA, and the end of the track at Stevens, approximately milepost 12.94, in Lancaster County, PA. The proposed transaction was expected to be consummated on November 30, 1995.

This proceeding is related to Finance Docket No. 32823, *John C. Nolan—Continuance in Control Exemption—Lancaster Northern Railway*, wherein John C. Nolan has concurrently filed a notice of exemption to continue in control of LANO when LANO becomes a rail carrier upon consummation of the transaction described in this notice.

Any comments must be filed with: Office of the Secretary, Case Control Branch, Interstate Commerce Commission, Washington, DC 20423. A copy of any pleading filed with the Commission should be sent to applicant's representative: John K. Fiorilla, 390 George St., P.O. Box 1185, New Brunswick, NJ 08903.

This notice is filed under 49 CFR 1150.31. If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time.¹ The filing of

functions is now under consideration in Congress. Until further notice, parties submitting pleadings should continue to use the current name and address.

¹ Legislation to sunset the Commission on December 31, 1995, and transfer remaining functions is now under consideration in Congress. Until further notice, parties submitting pleadings should continue to use the current name and address.

a petition to revoke will not automatically stay the transaction.

Decided: December 14, 1995.

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

Vernon A. Williams,

Secretary.

[FR Doc. 95-31083 Filed 12-21-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32823]

John C. Nolan—Continuance in Control Exemption—Lancaster Northern Railway

John C. Nolan (Nolan) has filed a notice of exemption to continue in control of Lancaster Northern Railway (LANO), upon LANO becoming a class III rail carrier.

LANO, a noncarrier, has concurrently filed a notice of exemption in Finance Docket No. 32822, *Lancaster Northern Railway—Acquisition and Operation Exemption—Line of Consolidated Rail Corporation*, in which LANO seeks to acquire and operate approximately 12.90 miles of rail line owned by Consolidated Rail Corporation (Conrail), known as the Akron Secondary Track LC 20-0337, between the connection with Conrail at approximately milepost 0.05 at Sinking Spring, Berks County, PA, and the end of the track at Stevens at approximately milepost 12.94, in Lancaster County, PA. The parties intended to consummate the proposed transaction on November 30, 1995.

Nolan also controls, through stock ownership, two other nonconnecting class III rail carriers that operate in Pennsylvania: East Penn Railways, Inc., and Bristol Industrial Terminal Railway. Nolan states that: (1) The railroads do not connect with each other nor do they belong to any family of lines to which they connect; (2) the involved transaction is not a part of a series of anticipated transactions that would connect the railroads with each other or any railroad within its corporate family; and (3) the transaction does not involve a class I carrier. The transaction is therefore exempt from the prior approval requirements of 49 U.S.C. 11343. See 49 CFR 1180.2(d)(2).

As a condition to the use of this exemption, any employees affected by the transaction will be protected by the conditions set forth in *New York Dock Ry.—Control—Brooklyn Eastern Dist.*, 360 I.C.C. 60 (1979).

Petitions to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction. Pleadings must be filed

with the Interstate Commerce Commission, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW, Washington, DC 20423¹ and served on: John K. Fiorilla, 390 George Street, P.O. Box 1185, New Brunswick, NJ 08903.

Decided: December 14, 1995.

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

Vernon A. Williams,

Secretary.

[FR Doc. 95-31084 Filed 12-21-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32785]

Norfolk Southern Railway Company—Corporate Family Exemption—Georgia Midland Railway Company

Norfolk Southern Railway Company (NSR) or its predecessors have leased a portion of track in Georgia from Georgia Midland Railway Company (GMRC),¹ pursuant to a lease dated June 18, 1896. The term of the lease expired on October 2, 1995. The railroads have agreed to extend the lease for successive one-year terms to commence October 2, 1995, until terminated by agreement of the parties or operation of law. It is expected that GMRC will eventually be liquidated or merged into NSR. Accordingly, the purpose of this exemption is to extend the lease until such time as this occurs.

This notice is filed under 49 CFR 1180.2(d)(3)² which exempts transactions within a corporate family that do not result in adverse changes in service levels, significant operational changes, or a change in the competitive balance with carriers outside the corporate family. Petitions to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to revoke will not stay the transaction.

Any comments must be filed with the Commission³ and served on: Greg E.

¹ Legislation to sunset the Commission on December 31, 1995, and transfer remaining functions is now under consideration in Congress. Until further notice, parties submitting pleadings should continue to use the current name and address.

² NSR is a class I railroad controlled by Norfolk Southern Corporation, and the owner of the common stock of GMRC.

³ Originally this transaction was also filed under 49 CFR 1180.2(d)(4), which exempts the renewal of leases. However, by a pleading filed December 4, 1995, NSR amended the transaction.

⁴ Legislation to sunset the Commission on December 31, 1995, and transfer remaining functions is now under consideration in Congress. Until further notice, parties submitting pleadings should continue to use the current name and address: Interstate Commerce Commission, 1201 Constitution Avenue, NW., Washington, DC 20423.