

for economic injury until the close of business on February 4, 2000 at the address listed below or other locally announced locations: U.S. Small Business Administration, Disaster Area 3 Office, 4400 Amon Carter Blvd., Suite 102, Fort Worth, TX 76155.

In addition, applications for economic injury loans from small businesses located in the following contiguous counties in the State of Kansas may be filed until the specified date at the above location: Butler, Cowley, Harvey, Kingman, Reno, and Sumner.

The interest rates are:

	Percent
Physical Damage:	
HOMEOWNERS WITH CREDIT AVAILABLE ELSEWHERE	6.875
HOMEOWNERS WITHOUT CREDIT AVAILABLE ELSEWHERE	3.437
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	7.000
For Economic Injury:	
BUSINESSES AND SMALL AGRICULTURAL CO-OPERATIVES WITHOUT CREDIT AVAILABLE ELSEWHERE	4.000

The numbers assigned to this disaster are 318112 for physical damage and 9C7600 for economic injury. (Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008.)

Dated: May 7, 1999.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 99-12415 Filed 5-17-99; 8:45 am]

BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster #3180]

State of Oklahoma

As a result of the President's major disaster declaration on May 4, 1999, I find that Caddo, Cleveland, Creek, Grady, McClain, Oklahoma, Kingfisher, Lincoln, Logan, Pottawatomie, and Tulsa Counties in the State of Oklahoma constitute a disaster area due to damages caused by tornadoes and severe storms that occurred on May 3-4, 1999. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on July 2, 1999, and for loans for economic injury until the close of business on February 4, 2000 at the address listed below or other locally announced locations:

Small Business Administration, Disaster Area 3 Office, 4400 Amon Carter Blvd., Suite 102, Fort Worth, TX 76155

In addition, applications for economic injury loans from small businesses located in the following contiguous counties in the State of Oklahoma may be filed until the specified date at the above location: Blaine, Canadian, Comanche, Custer, Garfield, Garvin, Kiowa, Major, Noble, Okfuskee, Okmulgee, Osage, Pawnee, Payne, Pontotoc, Rogers, Seminole, Stephens, Wagoner, Washington, and Washita.

The interest rates are:

	Percent
Physical Damage:	
Homeowners with credit available elsewhere	6.875
Homeowners without credit available elsewhere	3.437
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	7.000

	Percent
For Economic Injury: Businesses and small agricultural cooperatives without credit available elsewhere	4.000

The numbers assigned to this disaster are 318012 for physical damage and 9C7500 for economic injury.

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

Dated: May 7, 1999.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 99-12412 Filed 5-17-99; 8:45 am]

BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster #3182]

State of Texas

As a result of the President's major disaster declaration on May 6, 1999, I find that Bowie County, Texas constitutes a disaster area due to damages caused by severe storms and tornadoes that occurred on May 4, 1999. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on July 4, 1999, and for loans for economic injury until the close of business on February 7, 2000 at the address listed below or other locally announced locations: U.S. Small Business Administration, Disaster Area 3 Office, 4400 Amon Carter Blvd., Suite 102, Fort Worth, TX 76155.

In addition, applications for economic injury loans from small businesses located in the following contiguous counties may be filed until the specified date at the above location: Cass, Morris, and Red River Counties in Texas; McCurtain County, Oklahoma; and Little River and Miller Counties in Arkansas.

The interest rates are:

	Percent
Physical Damage:	
HOMEOWNERS WITH CREDIT AVAILABLE ELSEWHERE	6.875
HOMEOWNERS WITHOUT CREDIT AVAILABLE ELSEWHERE	3.437
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	7.000
For Economic Injury:	
BUSINESSES AND SMALL AGRICULTURAL COOPERATIVES WITHOUT CREDIT AVAILABLE ELSEWHERE	4.000

The number assigned to this disaster for physical damage is 318212. For economic injury the numbers are

9C7700 for Texas, 9C7800 for Oklahoma, and 9C7900 for Arkansas.

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

Dated: May 10, 1999.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 99-12414 Filed 5-17-99; 8:45 am]

BILLING CODE 8025-01-P

TENNESSEE VALLEY AUTHORITY

Kingston Fossil Plant (KIF) Alternative Coal Receiving Systems, Roane County, TN

AGENCY: Tennessee Valley Authority

ACTION: Issuance of Revised Record of Decision.

SUMMARY: This notice is provided in accordance with the Council on Environmental Quality's regulations (40 CFR part 1500 to 1508) and TVA's procedures implementing the National Environmental Policy Act. TVA has decided to adopt the preferred alternative (Alternative D) identified in its Final Supplemental Environmental Impact Statement (SEIS) on Kingston Fossil Plant (KIF) Alternative Coal Receiving Systems. A Notice of Availability of the Final SEIS was published in the **Federal Register** on April 2, 1999. Under Alternative D, TVA would receive coal deliveries via the existing rail line with minor upgrades. In addition, TVA would construct a new high-speed coal unloading/loading system in its existing coal yard at KIF. The previously planned new rail spur between Harriman and the existing coal delivery yard would not be constructed. This decision to adopt Alternative D supersedes the previous decision to build the new rail spur signed on March 10, 1997 and published in the **Federal Register** on April 3, 1997 (62 FR 15957-15960).

FOR FURTHER INFORMATION CONTACT:

Harold M. Draper, NEPA Specialist, Environmental Management, Tennessee Valley Authority, 400 West Summit Hill Drive, WT 8C, Knoxville, Tennessee 37902-1499; telephone (423) 632-6889 or e-mail hmdraper@tva.gov.

SUPPLEMENTARY INFORMATION:

The KIF receives by rail about 4 million tons of medium sulfur coal per year. This coal is transported by Norfolk Southern (NS) and CSX Railroads to Harriman, Tennessee. At Harriman (CSX origin), the coal is transported over a short NS spur for transport to NS's Emory Gap rail yard and then to TVA's Caney Creek yard. TVA then moves the coal by rail from Caney Creek yard to KIF, a distance of about 4 miles. While NS has direct access to Caney Creek, CSX trains are charged a switching fee, now approximating \$2 million annually

for use of the NS spur. This switching fee contributes to higher fuel costs at KIF when compared to the fuel costs at other TVA fossil plants. In order to enhance the competitiveness of the KIF plant and to provide more economical access to lower sulfur coals necessary to meet new air quality regulations, TVA investigated alternative methods of coal delivery to the plant in an EIS.

TVA provided public notice of its intent to prepare an Environmental Impact Statement on alternatives for coal delivery to KIF on May 22, 1995. A public meeting on the proposal was held on June 29, 1995. TVA released a draft EIS on May 15, 1996, and held a public meeting to receive comments on the document on June 11, 1996 in Kingston, Tennessee. All comments received were given due consideration in preparing the Final EIS. Notice of Availability of the Final EIS was published in the **Federal Register** on January 31, 1997.

Subsequent to the signing of a Record of Decision and prior to the beginning of construction, TVA received a proposal from one of the railroads affected by the decision for a new delivery system configuration that would avoid construction of a new rail spur. TVA decided to more fully evaluate this new, not previously available alternative in an SEIS. Notice of Availability of the Draft SEIS was published in the **Federal Register** on December 18, 1998. A public meeting was held on January 21, 1999 in Kingston, Tennessee. Six comment letters were received during the public comment period. The comments were given due consideration in preparing the Final SEIS. A Notice of Availability of the Final SEIS was published in the **Federal Register** on April 2, 1999.

Alternatives Considered

In order to reduce the fuel costs for KIF, direct rail delivery was evaluated because it would eliminate rail line switching fees, reduce operation and maintenance costs, and increase competition between the rail carriers. Alternatives initially considered included construction of an overland conveyor, a new barge unloading facility, and a coal slurry pipeline. Also, increased truck deliveries were considered. However, all of these were rejected because they were not feasible from an economic or engineering standpoint. A longer 13-mile rail line from Oliver Springs was also rejected on economic and other grounds. Three alternatives were initially formulated that represented economically feasible options. These were no action and two alternatives that involved construction

of a new rail spur. In the SEIS, a fourth alternative, which would upgrade the existing rail line and install a new high-speed unloading and loading facility with stacking tubes to facilitate blending of coals, was evaluated.

Under *Alternative A*, No Action, conditions and impacts resulting from the existing coal delivery system would not change. However, this route, which passes through downtown Harriman, blocks five street crossings and impacts the ability of the city and county governments to provide emergency services during portions of the day. There are also ongoing noise impacts resulting from 30-car rail trips to the plant about six times per day.

Under *Alternative B*, Rail Spur Route #1, new rail spurs would originate at the CSX Harriman Yard or near the NS line at Walnut Hill. From north to south, the route would cross Bullard Branch and Quarry Branch (CSX spur only), pass south of the Fiske Road community, pass through the Harriman Industrial Park, cross the Emory River, and extend overland about three miles to the plant. Proceeding south from the Emory River, the route would cross Swan Pond Circle Road, cross an unnamed stream, pass under existing transmission lines, cross Swan Pond embayment on a causeway, cross Swan Pond Circle Road, cross Swan Pond Road, cross Swan Pond Creek, and link up with the existing rail line.

Implementation of Alternative B would result in the construction of a rail spur approximately 4.5 miles in length. From an infrastructure standpoint, trains would bypass downtown Harriman; however, in order to avoid two road crossings in a short distance, Swan Pond Road and Swan Pond Circle would need to be relocated near their junction, creating one crossing. Bridges would need to be constructed across the Emory River and two small creeks; and there would be a new causeway across Swan Pond embayment. Other traffic impacts would be that one existing and two new crossings would be blocked to allow trains to pass; however, because the roads are used less than the ones crossed by the current route, fewer vehicles would be impacted. Under this alternative, there would be 24,730 fewer vehicle crossings of the rail route per day than under the No Action alternative.

Trains following the new rail line would increase noise levels in the Fiske Road community of Harriman. However, the largest potential noise increase in this community over existing levels is 0.4 decibels (dBA). The quieter Swan Pond Circle Road community south of the Emory River would also be impacted