

	Percent
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 numbers assigned to this disaster for physical damage are 319406 for Alabama and 319506 for Tennessee. For economic injury the numbers are 9D2000 for Alabama and 9D2100 for Tennessee.

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

Dated: July 6, 1999.

Fred P. Hochberg,

Acting Administrator.

[FR Doc. 99-18132 Filed 7-15-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-1998-4765]

Coast Guard "Optimize Training Infrastructure" Initiative

AGENCY: Coast Guard, DOT.

ACTION: Notice of selection of preferred alternative.

SUMMARY: The Coast Guard announces the selection of a preferred alternative for the "Optimize Training Infrastructure" (OTI) Initiative. The OTI Initiative examines the ability of the Coast Guard's training infrastructure (training methods, personnel, and facilities) to support changing technological and operational conditions in an efficient, cost-effective manner.

DATES: In approximately four weeks, we will publish a notice in the **Federal Register** that announces the availability of the Programmatic Environmental Assessment (PEA) and proposed Finding of No Significant Impact (FONSI) for public review, announces public meetings to be held in Petaluma, CA, Cape May, NJ, and Yorktown, VA, and requests comments.

ADDRESSES: Copies of the PEA and the proposed FONSI will be available at local libraries in Cape May, NJ,

Petaluma, CA, and Yorktown, VA, and through the web site for the Department of Transportation's Docket Management System at <http://dms.dot.gov> (located at docket USCG-1998-4765). All documents posted in the docket are available for inspection or copying at the Docket Management Facility, U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001, on the Plaza level of the Nassif Building between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, the NEPA process, and NEPA documents, contact Ms. Susan Boyle, Commander(se), USCG-MLC Pacific, Coast Guard Island, Building #54D, Alameda, CA 94501, at 510-437-3973 or at e-mail CoastGuard@ttsfo.com. For questions on the OTI Initiative, contact LCDR Keith Curran, Reserve and Training Directorate (G-WT), Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593, at 202-267-2429 or at e-mail CoastGuard@ttsfo.com.

SUPPLEMENTARY INFORMATION:

The Preferred Alternative

Under the preferred alternative, we would retain all four training centers and, where cost effective, fill any excess training capacity with non-training and training-related functions.

This preferred alternative is based on the fact that the Coast Guard is currently experiencing a surge of new recruits—significantly increasing the demand on the Coast Guard's training system. Student flow has increased at the recruit and apprentice level training centers as recruiting efforts have increased. Additionally, many of our ships and stations have reduced crews, requiring individuals to be fully trained upon arrival at their new duty station, thereby increasing training demands. Therefore the Coast Guard plans to continue operations of all Training Centers and look into establishing "Centers of Excellence" to improve training development and delivery.

Training and non-training units not currently located at one of the training centers will be evaluated for possible relocation to the TRACENs. Once specific units are identified for relocation, we would conduct and prepare any necessary additional environmental analyses and documentation.

Dated: July 7, 1999.

J.B. Willis,

Captain, U.S. Coast Guard, Acting Director of Training.

[FR Doc. 99-17808 Filed 7-15-99; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-1999-5946]

Crowley American Transport, Inc.; Application for Approval of the Proposed Transfer of Maritime Security Program Operating Agreements (MA/MSP-13 Through MA/MSP-15)

Counsel for Crowley American Transport, Inc. (Crowley) and American Automar, Inc. (Automar), by letter dated July 2, 1999, has notified the Maritime Administration (MARAD), of the proposed transfer of three Maritime Security Program (MSP) Operating Agreements (MA/MSP-13 through 15) from Crowley to Automar International Car Carriers Inc. (AICC), a wholly-owned subsidiary of Automar, pursuant to section 652(j) of the Merchant Marine Act of 1936, as amended (Act). Crowley was awarded three MSP Operating Agreements for the U.S.-flag vessels, SEA FOX, SEA LION and SEA WOLF on December 20, 1996.

Automar has entered into an agreement with Crowley, whereby Automar or its wholly-owned subsidiaries will purchase certain container vessel assets of Crowley. The assets will include the two vessels formerly known as the SEA LION and SEA WOLF (renamed "LTC CALVIN P. TITUS" and "SP 5 ERIC G. GIBSON" respectively), which had been operating under MSP contracts, but are now intended to be operated under long-term contract to the U.S. Navy commencing in July 1999. Additionally, Crowley and Automar propose that certain related vessel assets and the three referenced MSP Operating Agreements be transferred from Crowley to Automar.

With respect to the transfer of MSP Operating Agreements, section 652(j) of the Act provides that "A contractor under an operating agreement may transfer the agreement (including all rights and obligations under the agreement) to any person eligible to enter into that Operating Agreement under this subtitle after notification of the Secretary [of Transportation] in accordance with regulations prescribed by the Secretary, unless the transfer is disapproved by the Secretary within 90 days after the date of notification. A