

by severe storms, flooding, mud and rock slides, and tornadoes occurring on May 4 through May 27, 2003. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on August 4, 2003, and for economic injury until the close of business on March 3, 2004, 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.

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: Barren, Bath, Bracken, Butler, Casey, Christian, Daviess, Edmonson, Fayette, Franklin, Green, Hancock, Johnson, Lincoln, Livingston, Lyon, Madison, Marion, Martin, Menifee, Metcalfe, Morgan, Muhlenberg, Nicholas, Ohio, Oldham, Robertson, Rockcastle, Scott, Shelby, Spencer, Taylor and Trigg in the Commonwealth of Kentucky; Adams, Brown, Lawrence and Scioto counties in the State of Ohio; Gallatin and Hardin counties in the State of Illinois; Clark, Crawford, Floyd, Harrison, Perry, Posey, Spencer, Vanderburgh and Warrick counties in the State of Indiana; and Wayne county in the State of West Virginia.

The interest rates are:

| | Percent |
|---|---------|
| For Physical Damage: | |
| Homeowners with credit available elsewhere | 5.625 |
| Homeowners without credit available elsewhere | 2.812 |
| Businesses with credit available elsewhere | 5.906 |
| Businesses and non-profit organizations without credit available elsewhere | 2.953 |
| Others (including non-profit organizations) with credit available elsewhere | 5.500 |
| For Economic Injury: | |
| Businesses and small agricultural cooperatives without credit available elsewhere | 2.953 |

The number assigned to this disaster for physical damage is 350811. For economic injury the number is 9V7500 for Kentucky; 9V7600 for Ohio; 9V7700 for Illinois; 9V7800 for Indiana; and 9V7900 for West Virginia.

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

Dated: June 4, 2003.
Herbert L. Mitchell,
Associate Administrator for Disaster Assistance.
 [FR Doc. 03-14855 Filed 6-11-03; 8:45 am]
BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION

Advisory Committee on Veterans Business Affairs; Public Meeting

The U.S. Small Business Administration (SBA), pursuant to the Veterans Entrepreneurship and Small Business Development Act of 1999 (Pub. L. 106-50), will be hosting the second meeting of the Advisory Committee on Veterans Business Affairs. The meeting will be held at 409 3rd Street, SW., Washington, DC 20416, on Tuesday, June 24, 2003, from 9 a.m. to 5 p.m. and on Wednesday, June 25, 2003, from 9 a.m. to 12 p.m.

If you have any questions or concerns regarding the meeting, please contact Ms. Cheryl Clark in the Office of Veterans Business Development (OVBD) at (202) 619-1697.

Candace H. Stoltz,
Director of Advisory Councils, Office of Communications.
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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Granted Buy America Waivers

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of granted Buy America waiver.

SUMMARY: The following waivers allow New Flyer of America and the North American Bus Industries (NABI) to count a foreign-manufactured articulating joint system used in low and standard floor bus as a domestic component for purposes of calculating the aggregate domestic content of the vehicle and was predicated on the non-availability of the item in the domestic market. The New Flyer waiver was granted on April 24, 2003, and the NABI waiver on May 9, 2003. For reasons discussed in the text of the waivers, both expire on July 1, 2004. This notice shall insure that the public is aware of the waivers. FTA requests that the public notify it of any relevant changes in the domestic articulating joint market.

FOR FURTHER INFORMATION CONTACT: Meghan G. Ludtke, FTA Office of Chief Counsel, Room 9316, (202) 366-1936 (telephone) or (202) 366-3809 (fax).

SUPPLEMENTARY INFORMATION: See waivers below.

Issued: June 9, 2003.

Jennifer L. Dorn,
Administrator.

April 24, 2003.

Mr. Paul Smith,
Vice President, Sales and Marketing, New Flyer of America, 711 Kerneghan Avenue, Winnipeg, Manitoba, Canada R2C 3T4.

Mr. Smith: This letter responds to your correspondence of March 24, 2003, in which New Flyer of America (New Flyer) requests a non-availability waiver of the Buy America requirements for the procurement of the Hubner Manufacturing Corporation (Hubner) articulated joint system for New Flyer's low floor buses.

The Federal Transit Administration's (FTA) requirements concerning domestic preference for federally funded transit projects are set forth in 49 U.S.C. 5323(j). Section 5323(j)(2)(C) addresses the general requirements for the procurement of rolling stock. This section provides that all rolling stock procured with FTA funds must have a domestic content of at least 60 percent and must undergo final assembly in the U.S. You request a waiver under 49 U.S.C. 5323(j)(2)(B), which states the Buy America requirements shall not apply if the item or items are not produced in the U.S. in sufficient and reasonably available quantities or are not of a satisfactory quality. The implementing regulation provides that non-availability waivers may be granted for a component of rolling stock. 49 CFR 661.7(f).

FTA post a summary of this waiver request on its website and requested comment. We received four comments, one against and three in favor of granting the waiver.¹ The comment against the waiver argues that the Buy America rules for rolling stock already allow a waiver of up to forty percent foreign content, and when a component is unavailable from a domestic source, the vehicle maker should use part of its allotted foreign content. However, as noted above, the regulation currently allows component waivers for rolling stock when the product is not available from a domestic source. FTA received no comments indicating that these articulating joint systems are available from a U.S. source.

Based on a thorough review of the industry, FTA previously granted a two-year non-availability waiver to Newflyer for this articulated joint system on April 24, 2001. You state that the circumstances necessitating the current waiver remain unchanged and in the near term, New Flyer must still use the Hubner joint, which is still not available from a domestic source.

In response to the original waiver, FTA received a comment from a U.S. bellows

¹ The comment against the waiver was from Gillig Corporation. The comments in favor of the waiver were from CAPtech, Inc., North American Bus Industries, and Hubner Manufacturing.