

private sector. Therefore, the requirements of the Unfunded Mandates Act do not apply to this action.

List of Subjects in 40 CFR Part 63

Environmental protection, Air pollution control, Hazardous substances, Reporting and recordkeeping requirements.

Dated: August 15, 1996.

Carol M. Browner,
Administrator.

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FEDERAL EMERGENCY MANAGEMENT AGENCY

44 CFR Part 67

[Docket No. FEMA-7192]

Proposed Flood Elevation Determinations

AGENCY: Federal Emergency Management Agency (FEMA).

ACTION: Proposed rule.

SUMMARY: Technical information or comments are requested on the proposed base (1% annual chance) flood elevations and proposed base flood elevation modifications for the communities listed below. The base flood elevations and modified base flood elevations are the basis for the floodplain management measures that the community is required either to adopt or to show evidence of being already in effect in order to qualify or remain qualified for participation in the National Flood Insurance Program (NFIP).

DATES: The comment period is ninety (90) days following the second publication of this proposed rule in a newspaper of local circulation in each community.

ADDRESSES: The proposed base flood elevations for each community are

available for inspection at the office of the Chief Executive Officer of each community. The respective addresses are listed in the following table.

FOR FURTHER INFORMATION CONTACT: Michael K. Buckley, P.E., Chief, Hazard Identification Branch, Mitigation Directorate, 500 C Street S.W., Washington, D.C. 20472, (202) 646-2756.

SUPPLEMENTARY INFORMATION: The Federal Emergency Management Agency proposes to make determinations of base flood elevations and modified base flood elevations for each community listed below, in accordance with Section 110 of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4104, and 44 CFR 67.4(a).

These proposed base flood and modified base flood elevations, together with the floodplain management criteria required by 44 CFR 60.3, are the minimum that are required. They should not be construed to mean that the community must change any existing ordinances that are more stringent in their floodplain management requirements. The community may at any time enact stricter requirements of its own, or pursuant to policies established by other Federal, State, or regional entities. These proposed elevations are used to meet the floodplain management requirements of the NFIP and are also used to calculate the appropriate flood insurance premium rates for new buildings built after these elevations are made final, and for the contents in these buildings.

National Environmental Policy Act

This proposed rule is categorically excluded from the requirements of 44 CFR Part 10, Environmental Consideration. No environmental impact assessment has been prepared.

Regulatory Flexibility Act

The Acting Associate Director, Mitigation Directorate, certifies that this

proposed rule is exempt from the requirements of the Regulatory Flexibility Act because proposed or modified base flood elevations are required by the Flood Disaster Protection Act of 1973, 42 U.S.C. 4104, and are required to establish and maintain community eligibility in the NFIP. No regulatory flexibility analysis has been prepared.

Regulatory Classification

This proposed rule is not a significant regulatory action under the criteria of Section 3(f) of Executive Order 12866 of September 30, 1993, Regulatory Planning and Review, 58 FR 51735.

Executive Order 12612, Federalism

This proposed rule involves no policies that have federalism implications under Executive Order 12612, Federalism, dated October 26, 1987.

Executive Order 12778, Civil Justice Reform

This proposed rule meets the applicable standards of Section 2(b)(2) of Executive Order 12778.

List of Subjects in 44 CFR Part 67

Administrative practice and procedure, Flood insurance, Reporting and recordkeeping requirements.

Accordingly, 44 CFR Part 67 is proposed to be amended as follows:

PART 67—[AMENDED]

1. The authority citation for Part 67 continues to read as follows:

Authority: 42 U.S.C. 4001 et seq.; Reorganization Plan No. 3 of 1978, 3 CFR, 1978 Comp., p. 329; E.O. 12127, 44 FR 19367, 3 CFR, 1979 Comp., p. 376.

§ 67.4 [Amended]

2. The tables published under the authority of § 67.4 are proposed to be amended as follows:

State	City/town/county	Source of flooding	Location	#Depth in feet above ground. *Elevation in feet. (NGVD)	
				Existing	Modified
California	Sacramento County (unincorporated areas).	Cosumnes River	At confluence with North Fork Mokelumne River.	None	*19
			At the Union Pacific Railroad	None	*19
			Approximately 3,500 feet upstream of the Union Pacific Railroad.	None	*19
		Cosumnes River Overflow North of Lambert Road.	Approximately 7,000 feet upstream of the Union Pacific Railroad.	None	*20
			Approximately 250 feet upstream of the Union Pacific Railroad.	None	*17
			Approximately 1,000 feet upstream of Core Road.	None	*18

State	City/town/county	Source of flooding	Location	#Depth in feet above ground. *Elevation in feet. (NGVD)	
				Existing	Modified
		North Fork Mokelumne River.	At Eschinger Road	None	*18
			At Fitzgerald Road	None	*19
			At Lambert Road	None	*20
			Approximately 5,300 feet upstream of divergence from South Fork Mokelumne River.	*15	*15
			Approximately 6,900 feet upstream of divergence from South Fork Mokelumne River.	*15	*16
			Approximately 10,600 feet upstream of divergence from South Fork Mokelumne River.	*15	*17
			Approximately 14,300 feet upstream of divergence from South Fork Mokelumne River.	None	*18
			Approximately 1,300 feet downstream of confluence with the Cosumnes River.	None	*19
		North Fork Mokelumne River Overflow Channel.	At confluence with Snodgrass Slough	*15	*15
			Approximately 5,000 feet upstream of confluence with Snodgrass Slough.	*15	*16
			Approximately 7,500 feet upstream of confluence with Snodgrass Slough.	None	*17
			Approximately 10,000 feet upstream of confluence with Snodgrass Slough.	None	*18
			At confluence with North Fork Mokelumne River.	None	*19
		Snodgrass Slough	At confluence with Delta Cross Channel	*15	*15
			Approximately 4,400 feet upstream of confluence with Delta Cross Channel.	*15	*15
			Approximately 800 feet upstream of the Southern Pacific Railroad.	*15	*16

Maps are available for inspection at the Sacramento County Department of Public Works, Water Resources Division, 827 Seventh Street, Room 301, Sacramento, California.

Send comments to The Honorable Roger Dickinson, Chairman, Sacramento County Board of Supervisors, 700 H Street, Room 2450, Sacramento, California 95814.

	Tehama County (Unincorporated Areas).	Reeds Creek	Approximately 2,600 feet downstream of Paskenta Road.	*276	*280
		Brewery Creek Tributary	Just upstream of Paskenta Road	None	*284
			At corporate limit	None	*291

Maps are available for inspection at the Building Department, Room H, 444 Oak Street, Red Bluff, California.

Send comments to The Honorable Barbara McIver, Chairperson, Tehama County Board of Supervisors, P.O. Box 250, Red Bluff, California 96080.

Colorado	Westminster (City)	Big Dry Creek	Approximately 3,300 feet downstream of Westcliff Parkway.	*5,298	*5,298
	Jefferson and Adams Counties.		Approximately 200 feet upstream of Westcliff Parkway.	*5,309	*5,311
			Just downstream of Wadsworth Boulevard.	*5,321	*5,321

Maps are available for inspection at the City of Westminster Engineering Department, 3031 West 76th Avenue, Westminster, Colorado.

Send comments to The Honorable Nancy Heil, Mayor, City of Westminster, 4800 West 92nd Avenue, Westminster, Colorado 80030.

Louisiana	Shreveport (City)	Bayou Pierre	Approximately 1,050 feet downstream of Flournoy-Lucas Road.	*156	*158
	Caddo and Bossier Parishes.		At Texas and Pacific Railroad	*160	*161
			At Gregg Street	*167	*167
		Sand Beach Bayou	At confluence with South Broadmoor Lateral.	*159	*159
			Approximately 600 feet upstream of Youree Drive.	None	*162
		South Broadmoor Lateral	At confluence with Sand Beach Bayou	*159	*159
			Approximately 1,950 feet upstream of Pomeroy Street.	*160	*159

State	City/town/county	Source of flooding	Location	#Depth in feet above ground. *Elevation in feet. (NGVD)	
				Existing	Modified
		Old River	At confluence with Sand Beach Bayou Approximately 3,500 feet upstream of East 70th Street.	*160 *165	*160 *162
		Pierremont Ditch	At confluence with Bayou Pierre	*164	*165
			At Gilbert Avenue	*165	*165

Maps are available for inspection at the City of Shreveport, City Hall, 1234 Texas Avenue, Shreveport, Louisiana.

Send comments to The Honorable Robert Bo Williams, Mayor, City of Shreveport, P.O. Box 31109, Shreveport, Louisiana 71130.

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance")

Dated: August 15, 1996.

Richard W. Krimm,

Acting Associate Director for Mitigation.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

46 CFR Parts 10 and 15

[CGD 94-055]

RIN 2115-AF23

Licensing and Manning for Officers of Towing Vessels

AGENCY: Coast Guard, DOT.

ACTION: Notice of public meeting; request for comments.

SUMMARY: The Coast Guard is holding a public meeting on its proposed rule to revise the requirements for licensing mariners that operate uninspected as well as inspected towing vessels. The proposed rule would ensure that all towing vessels are manned by officers holding licenses specifically authorizing their service. The Coast Guard is conducting the public meeting to receive additional views on the proposed licensing issues.

DATES: The meeting will be held on September 25, 1996, from 9 a.m. to 5 p.m. Written material must be received not later than October 17, 1996. Comments on the notice of proposed rulemaking must be received on or before October 17, 1996.

ADDRESSES: The meeting will be held in the hearing room of the Marine Safety Office, 1615 Poydras Street, New Orleans, LA 70112-1289. Written comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA)[CGD 94-055], U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001 or may be delivered to room 3406 at the

same address between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

The Executive Secretary maintains the public docket for this rulemaking. Comments will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard Headquarters, between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

LCDR Don Darcy, Operating and Environmental Standards Division (G-MSO-1), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone (202) 267-0221.

SUPPLEMENTARY INFORMATION:

Background Information

The proposed rule is part of a comprehensive initiative by the Coast Guard to improve navigational safety for towing vessels. It follows a report directed by the Secretary of Transportation entitled, "Review of Marine Safety Issues Related to Uninspected Towing Vessels" (hereafter Review), which identified improvements in licensing, training, and qualifications of operators of uninspected towing vessels that may be necessary to achieve this goal.

The Secretary of Transportation initiated the Review after the collision in September 1993, of a towing vessel and its barges with a railroad bridge near Mobile, Alabama (hereafter Amtrak casualty). This casualty was closely followed by several others involving towing vessels. Each emphasized the urgency of examining the rules for the licensing of all operators of towing vessels. In general, the Review and a previous study, also by the Coast Guard entitled, "Licensing 2000 and Beyond," concluded that the requirements for licensing all operators of towing vessels are outdated and need improvement.

In response to the Review on March 2, 1994, the Coast Guard published a notice of public meeting and availability

of study (59 FR 1003) that announced the availability of the Review and scheduled a meeting to seek public comment on the recommendations made in it. The public meeting was held on April 4, 1994.

The National Transportation Safety Board (NTSB) investigation identified one of the probable causes of the Amtrak casualty as the Coast Guard's failure to establish higher standards for the licensing of inland operators of towing vessels.

On June 19, 1996, the Coast Guard published a notice of proposed rulemaking (NPRM) entitled, "Licensing and Manning for Officers of Towing Vessels," in the Federal Register (61 FR 31332). The proposed rule aims to update the licensing, training and qualifications of personnel on towing vessels in order to reduce similar vessel casualties attributable to human factors. Specifically, the NPRM addresses (1) levels of licenses; (2) restrictions of licenses by horsepower; (3) practical demonstrations of skills; and (4) responsibility of industry.

In addition, the proposed rule has taken into account nine recommendations from the Review that affect licensing:

- (1) The creation of levels of licenses;
- (2) A requirement of practical demonstration, by simulator or equivalent, for upgrade of license;
- (3) A requirement of practical demonstration, by simulator or equivalent, for increase in scope of license;

- (4) A requirement of practical demonstration, by simulator or equivalent, for renewal of license;
- (5) A limitation to smaller vessels of the license for second-class operator of uninspected towing vessels;

- (6) A requirement of experience to receive an endorsement on the Western rivers;

- (7) The assurance that any new license meets international standards;

- (8) Provisions for crossover or equivalence for masters and mates of vessels of between 500 and 1,600 gross tons; and