

## Federalism

We have analyzed this rule under Executive Order 13132 and have determined that this rule does not have implications for federalism under that order.

## Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) governs the issuance of Federal regulations that require unfunded mandates. An unfunded mandate is a regulation that requires a State, local, or tribal government or the private sector to incur direct costs without the Federal Government's having first provided the funds to pay those unfunded mandate costs. This rule will not impose an unfunded mandate.

## Taking of Private Property

This rule will not effect a taking of private property or otherwise have taking implications under E.O. 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

## Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of E.O. 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

## Protection of Children

We have analyzed this rule under E.O. 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not concern an environmental risk to health or safety that may disproportionately affect children.

## Environment

The Coast Guard has considered the environmental impact of this action and has determined pursuant to Figure 2–1, paragraph 34(h) of Commandant Instruction M16475.1C, that this action is categorically excluded from further environmental documentation.

## List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

## Temporary Regulations

In consideration of the foregoing, the Coast Guard amends part 100 of Title 33, Code of Federal Regulations as follows:

### PART 100—[AMENDED]

1. The authority citation for part 100 continues to read as follows:

**Authority:** 33 U.S.C. 1233.49 CFR 1.46, and 33 CFR 100.35.

2. Add temporary § 100.35T–07–035 to read as follows:

#### § 100.35T–07–035 South Carolina Aquarium Grand Opening fireworks display, Charleston Harbor, Charleston, SC.

(a) *Regulated Area.* The rectangular regulated area in Charleston Harbor is bounded on the north by a line drawn along latitude 32°47'38" N, on the south by a line along 32°46'40" W, on the east by a line along longitude 79°54'57" W and on the west by a line along 79°55'23" W. All coordinates referenced use Datum: NAD 1983.

(b) *Coast Guard Patrol Commander.* The Coast Guard Patrol Commander is a commissioned, warrant, or petty officer of the Coast Guard who has been designated by Commanding Officer, Group Charleston, SC.

(c) *Special Local Regulations.* Entry into the regulated area by other than event participants is prohibited, unless otherwise authorized by the Patrol Commander. Spectator craft may remain in a spectator area to be established by the event sponsor, The South Carolina Aquarium.

(d) *Dates.* These regulations become effective at 8:30 p.m. and terminate at 10 p.m. EDT on May 20, 2000.

Dated: April 20, 2000

**G. W. Sutton,**

*Captain, U.S. Coast Guard, Commander, Seventh Coast Guard District Acting.*

[FR Doc. 00–10942 Filed 5–2–00; 8:45 am]

**BILLING CODE 4910–15–U**

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 117

[CGD01–00–127]

#### Drawbridge Operation Regulations: Fore River, MA

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of temporary deviation from regulations.

**SUMMARY:** The Commander, First Coast Guard District has issued a temporary deviation from the existing drawbridge regulations for the Quincy Weymouth SR3A Bridge, mile 3.5, across the Fore River between Quincy and Weymouth, Massachusetts. This deviation allows the bridge owner to keep the bridge in the closed position for 4 hours, 8 a.m. to 12 p.m., on May 6, 2000. This deviation is necessary to facilitate necessary repairs to the bridge.

**DATES:** This deviation is effective on May 6, 2000.

**FOR FURTHER INFORMATION CONTACT:** Mr. John McDonald, Project Officer, First Coast Guard District, (617) 223–8364.

**SUPPLEMENTARY INFORMATION:** The Quincy Weymouth SR3A Bridge has a vertical clearance of 33 feet at mean high water and 43 feet at mean low water. The existing regulations for the bridge in 33 CFR 117.621 require the bridge to open on signal, except that; from 6:30 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m., Monday through Friday, except holidays observed in the locality, the draw need not be opened. The draw shall open on signal at all times for self-propelled vessels greater than 10,000 gross tons.

The bridge owner, the Massachusetts Highway Department (MHD), asked the Coast Guard to allow the bridge to remain closed on May 6, 2000, from 8 a.m. to 12 p.m. to facilitate electrical repairs at the bridge.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation is authorized under 33 CFR 117.35.

Dated: April 24, 2000.

**Robert F. Duncan,**

*Captain, U.S. Coast Guard, Acting Commander, First Coast Guard District.*

[FR Doc. 00–10945 Filed 5–2–00; 8:45 am]

**BILLING CODE 4910–15–U**

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 117

[CGD01–00–128]

#### Drawbridge Operation Regulations: Piscataqua River, ME

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of temporary deviation from regulations.

**SUMMARY:** The Commander, First Coast Guard District has issued a temporary deviation from the existing drawbridge regulations for the Sarah M. Long (Route 1 Bypass) Bridge, mile 4.0, across the Piscataqua River between Kittery, Maine and Portsmouth, New Hampshire. This deviation allows the bridge owner to keep the bridge in the closed position for 5 hours, 12 p.m. through 5 p.m., on May 17, 2000. This deviation is necessary to facilitate electrical repairs at the bridge.

**DATES:** This deviation is effective on May 17, 2000.

**FOR FURTHER INFORMATION CONTACT:** Mr. John McDonald, Project Officer, First Coast Guard District, (617) 223-8364.

**SUPPLEMENTARY INFORMATION:** The Sara Long (Route 1 Bypass) Bridge has a vertical clearance of 10 feet at mean high water and 18 feet at mean low water. The existing regulations for the bridge in 33 CFR 117.531(c) require the bridge to open on signal, except that; from 15 May through 31 October, from 7 a.m. to 7 p.m., the draw need be opened only at quarter of and quarter after the hour for recreational vessels and commercial vessels less than 100 gross tons except as provided in paragraph (a)(1). Paragraph (a)(1) states that vessels over 100 gross tons, inbound ferry service vessels and inbound commercial fishing vessels shall be passed through the draw as soon as possible without delay at any time.

The bridge owner, the New Hampshire Department of Transportation, asked the Coast Guard to allow the bridge to remain closed for 5 hours, 12 p.m. through 5 p.m., on May 17, 2000, to facilitate electrical repairs at the bridge.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation is authorized under 33 CFR 117.35.

Dated: April 24, 2000.

**Robert F. Duncan,**

*Captain, U.S. Coast Guard, Acting  
Commander, First Coast Guard District.*

[FR Doc. 00-10944 Filed 5-2-00; 8:45 am]

**BILLING CODE 4910-15-U**

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 117

[CGD07-00-037]

RIN 2115-AE47

#### **Drawbridge Operation Regulations; Atlantic Intracoastal Waterway, Mile 1021.9 and 1022.6, Palm Beach, FL**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** Commander, Seventh Coast Guard District is temporarily changing the regulations governing the Flagler Memorial Bridge, mile 1021.9 and the Royal Park Bridge, mile 1022.6 across the Atlantic Intracoastal Waterway at Palm Beach, Florida. This temporary rule allows the bridge owner to keep the Royal Park Bridge in the closed position

from 7:25 a.m. to 7:45 a.m. and the Flagler Memorial Bridge in the closed position from 7:25 a.m. to 8:15 a.m., on Sunday, May 21, 2000. This action is necessary to facilitate the National Medical Center and Beckman Research Institute's first annual Palm Beach Walk for Hope Against Breast Cancer 5k Run/Walk.

**DATES:** These regulations become effective at 7:25 a.m. and terminate at 8:15 a.m. on May 21, 2000.

**ADDRESSES:** Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket [CGD07-00-037] and are available for inspection or copying at Commander (obr), Seventh Coast Guard District, 909 S.E. 1st Avenue, Room 406, Miami, FL 33131 between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Miss Evelyn Smart, Project Officer, Seventh Coast Guard District, at (305) 536-6546.

#### **SUPPLEMENTARY INFORMATION:**

##### **Regulatory Information**

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM. Publishing an NPRM is impracticable because we received notice of this event very recently, not leaving time for both a NPRM and a delayed effective date. Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

##### **Background and Purpose**

On Sunday, May 21, 2000, the National Medical Center and Beckman Research Institute will be hosting their first annual 5K Run/Walk. Beginning at Trinity Park at 7:30 a.m., the run/walk participants will head south on Flagler Drive then head east on the Royal Park Bridge (estimated time of closure 7:25 a.m. to 7:45 a.m.), then the route will continue east on Royal Palm Way, turn north on Coconut Palm Way, then east on Royal Poinciana then head east on Flagler Bridge (estimated time of closure 7:25 a.m. until 8:15 a.m.) this provides the walkers from 7:32 a.m. until 8:15 a.m. to clear the final bridge.

##### **Regulatory Evaluation**

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that

Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040, February 26, 1979) and the bridges will only remain closed for a maximum of 50 minutes and there will be less traffic because this is a Sunday morning.

##### **Small Entities**

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we considered whether this rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities as the bridges will only remain closed to traffic for a maximum of 50 minutes.

##### **Assistance for Small Entities**

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), we offer to assist small entities in understanding the rule so that they could better evaluate its effects on them and participate in the rulemaking process.

##### **Collection of Information**

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

##### **Federalism**

We have analyzed this rule under Executive Order 13132 and have determined that this rule does not have implications for federalism under that Order.

##### **Unfunded Mandates Reform Act**

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) governs the issuance of Federal regulations that require unfunded mandates. An unfunded mandate is a regulation that requires a state, local, or tribal government or the private sector to incur direct costs without the Federal Government's having first provided the funds to pay those unfunded mandate costs. This rule will not impose an unfunded mandate.