

This DFR rescinds the regulations that implemented the nondiscrimination and equal opportunity provisions of the Workforce Investment Act (WIA). Under WIA, the Department provided financial assistance to certain recipients for the purpose of establishing programs to meet the job training needs of youth and adults facing serious barriers to employment. Section 188 of WIA contained the nondiscrimination and equal opportunity provisions that prohibited discrimination on the grounds of race, color, religion, sex, national origin, age, disability, political affiliation or belief, and, for beneficiaries only, citizenship status or participation in a WIA-funded program or activity. WIA was repealed by Congress with the enactment of the Workforce Innovation and Opportunity Act (WIOA) on June 22, 2014, and the WIA Section 188 regulations have been superseded by those implementing Section 188 of WIOA. All remaining grant funding under WIA Title I has been closed out by the Department. Accordingly, these regulations are no longer necessary, and the Department is removing the regulations from the Code of Federal Regulations (CFR) for this program that is no longer operative.

**DATES:** The effective date of September 2, 2025, for the DFR published July 1, 2025 (90 FR 27999), is confirmed.

**FOR FURTHER INFORMATION CONTACT:** Naomi Barry-Perez, Director, Civil Rights Center, U.S. Department of Labor, 200 Constitution Avenue NW, Room N-4123, Washington, DC 20210, telephone (202) 693-6500 (this is not a toll-free number). For persons with a hearing or speech disability who need assistance using the telephone system, please dial 711 to access telecommunications relay services. You may obtain publicly-available information related to this action by visiting <https://www.regulations.gov> and searching for Docket ID DOL-2025-0004.

**SUPPLEMENTARY INFORMATION:** On July 1, 2025, the Department published a DFR removing its regulations at 29 CFR part 37 for a program that is no longer operative. In the DFR, the Department stated that if no significant adverse comments were received, then the rule would become effective on September 2, 2025. Comments from the public were due on July 31, 2025, and were posted publicly in Docket ID DOL-2025-0004 on [www.regulations.gov](https://www.regulations.gov).

The Department received three comments opposed to the removal of the WIA regulations, but the comments did not meet the criteria to be considered significant adverse comments to warrant either withdrawing the rule or issuing a

new final rule in response. A significant adverse comment<sup>1</sup> explains why the rule would be inappropriate, including challenges to the rule's underlying premise or approach, or why it would be ineffective or unacceptable without a change. The comments the Department received on the DFR are not significant adverse comments as they do not explain why removing these regulations from the CFR would be inappropriate or how removal would have consequences for the administration of Departmental programs. Two of the comments incorrectly stated that the DFR would affect the regulations implementing WIOA section 188; WIA was repealed by Congress with the enactment of WIOA. Public Law 113-128, July 22, 2014, 128 Stat 1425. The regulations implementing section 188 of WIOA at 29 CFR part 38 are not impacted in any way by this DFR. The other comment opposing the DFR did not provide a substantive basis for objecting to the rule, point to any particular provisions of the rule that were ineffective or unacceptable, or provide any specific ways that the rule could be changed or improved upon. Regardless, because WIA was repealed, the regulations at 29 CFR part 37 are obsolete and their removal is both warranted and ministerial.

Therefore, the DFR will become effective on September 2, 2025, as stated in the DFR.

Dated: August 25, 2025.

**Dean Heyl,**  
*Assistant Secretary for Administration and Management, Department of Labor.*

[FR Doc. 2025-16492 Filed 8-27-25; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[Docket Number USCG-2025-0798]

**RIN 1625-AA00**

### Safety Zone; Tampa Bay, St. Petersburg, FL

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone for navigable waters for a high-speed boat race. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created by high-speed boat racing. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port Sector St. Petersburg.

**DATES:** This rule is effective from 8 a.m. on September 6, 2025, through 6:30 p.m. on September 7, 2025. It is subject to enforcement from 8 a.m. through 6:30 p.m. each day.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG-2025-0798 in the search box and click "Search." Next, in the Document Type column, select "Supporting & Related Material."

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this rule, call or email Lieutenant Ryan McNaughton, Sector St. Petersburg Prevention Department, U.S. Coast Guard; telephone 813-918-7270, email [ryan.a.mcnaughton@uscg.mil](mailto:ryan.a.mcnaughton@uscg.mil).

### SUPPLEMENTARY INFORMATION:

#### I. Table of Abbreviations

CFR	Code of Federal Regulations
DHS	Department of Homeland Security
FR	Federal Register
NPRM	Notice of proposed rulemaking
§	Section
U.S.C.	United States Code

#### II. Background Information and Regulatory History

The Coast Guard is issuing this temporary rule without prior notice and comment under the authority in 5 U.S.C. 553(b)(B). This statutory provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." The Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable due to the fact that the event sponsor moved the date of the race up by one month. Normally, the event is in October, and the Coast Guard would activate the zone listed in Special Local Regulation in Item No. 6, Table 1 to 33 CFR 100.703, but the event is now in early September, and we did not have enough notice to establish this zone with an NPRM and comment opportunity. The Coast Guard must

<sup>1</sup> Administrative Conference of the United States, "Procedures for Noncontroversial and Expedited Rulemaking," Recommendation by the Committee on Regulation, January 15, 1995. Accessed on August 18, 2025, at: <https://www.acus.gov/document/procedures-noncontroversial-and-expedited-rulemaking>.

establish a safety zone to protect spectators and the waterways during the two-day event starting on September 6, 2025.

Also, 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**. Delaying the effective date of this rule is impracticable because prompt action is needed to respond to the potential safety concerns associated with high-speed boat races.

### III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034. The Captain of the Port Sector St. Petersburg (COTP) has determined that potential hazards associated with high-speed boat races starting September 6, 2025, will be a safety concern for anyone within the race area. This rule is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone while the event is occurring.

### IV. Discussion of the Rule

This rule establishes a safety zone from 8 a.m. until 6:30 p.m. on September 6, 2025 and September 7, 2025. The safety zone will cover all navigable waters within and around the race course. The duration of the zone is intended to protect personnel, vessels, and the marine environment in these navigable waters during the racing event. No vessel or person will be permitted to enter the safety zone without obtaining permission from the COTP or a designated representative.

### V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive orders.

#### A. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. 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 for the following reasons. The safety zone will only be enforced for approximately

10 hours a day for 2 days. Vessels will be able to transit around the zone and we will broadcast information about the zone via local notice to mariners.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this rule. If the rule will affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1–888–REG–FAIR (1–888–734–3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

#### B. Collection of Information

This rule will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

#### C. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

#### D. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

#### E. Environment

We have analyzed this rule under Department of Homeland Security Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule involves a safety zone lasting only 2 days that will prohibit entry within a designated racecourse area. It is categorically excluded from further review under paragraph L60(a) of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. A Record of Environmental Consideration supporting this determination is available in the docket. For instructions on locating the docket, see the **ADDRESSES** section of this preamble.

### List of Subjects in 33 CFR Part 165

Harbors, Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

## PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

- 1. The authority citation for part 165 continues to read as follows:

**Authority:** 46 U.S.C. 70034, 70051, 70124; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 00170.1, Revision No. 01.4.

- 2. Add § 165.T07–0798 to read as follows:

### §165.T07–0798 Safety Zone; Tampa Bay, St. Petersburg, FL

(a) **Location.** The following area is a safety zone: “All waters of Tampa Bay encompassed within the following

points: 27°46'56.22" N, 082°36'55.50" W, thence to position 27°47'08.82" N, 082°34'33.24" W, thence to position 27°46'06.96" N, 082°34'29.04" W, thence to position 27°45'59.22" N, 082°37'02.88" W, thence back to the original position 27°46'24.24" N, 082°37'30.24" W.

(b) **Definitions.** As used in this section, “designated representative” means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel and a Federal, State, and local officer designated by or assisting the Captain of the Port St. Petersburg (COTP) in the enforcement of the safety zone.

(c) **Regulations.** (1) Under the general safety zone regulations in subpart C of this part, you may not enter the safety zone described in paragraph (a) of this section unless authorized by the COTP or the COTP’s designated representative.

(2) Designated representatives may control vessel traffic throughout the enforcement area as determined by the prevailing conditions.

(3) To seek permission to enter, contact the COTP or the COTP’s representative by Marine Band Radio VHF-FM channel 16 (156.8 MHz). Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP’s designated representative.

(d) **Enforcement periods.** This section will be subject to enforcement from 8 a.m. to 6:30 p.m. on September 6, 2025 and September 7, 2025.

Dated: August 26, 2025.

**Courtney A. Sergent,**  
Captain, U.S. Coast Guard, Captain of the  
Port Sector St. Petersburg.

[FR Doc. 2025-16570 Filed 8-27-25; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[Docket No. USCG-2025-0782]

### Safety Zones; Fireworks Displays in the USCG East District (Formerly the Fifth Coast Guard District)—Beach Haven, NJ

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notification of enforcement of regulation.

**SUMMARY:** The Coast Guard will enforce a safety zone in Little Egg Harbor, NJ, to provide for the safety of life on navigable waterways during a barge-

based fireworks display. Our regulation for marine events within the USCG East District (formerly the Fifth Coast Guard District) identifies the boundaries of the regulated area. During the enforcement period, no person or vessel may enter, remain in, or transit through the regulated area, and anyone in the vicinity must comply with directions from the Patrol Commander or any Official Patrol displaying a Coast Guard ensign.

**DATES:** The safety zone identified in entry 7 of table 1 to paragraph (h)(1) of 33 CFR 165.506 will be enforced from 9:00 p.m. through 10:15 p.m. on August 30, 2025.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notification of enforcement, call or email Petty Officer Dominick Dobridge, U.S. Coast Guard, Sector Delaware Bay, Waterways Management Division, telephone 206-815-6688, option 3, or email [SecDelBayWWM@uscg.mil](mailto:SecDelBayWWM@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Coast Guard will enforce the safety zone in entry 7 of table 1 to paragraph (h)(1) to 33 CFR 165.506 from 9:00 p.m. through 10:15 p.m. on August 30, 2025. This enforcement period varies from the July dates provided in the table, but the enforcement periods for each safety zone in paragraph (h) of § 165.506 are subject to change, as noted in 33 CFR 165.506(c).

Activating the enforcement period is necessary to ensure safety of life on the navigable waters of the United States immediately prior to, during, and immediately after a barge-based fireworks display approximately 50 yards north of Parker Island, in Little Egg Harbor, NJ. The regulated area includes all waters of Little Egg Harbor within a 500-yard radius of the fireworks barge position. The approximate position for the barge is latitude 39°34'18.77" N, longitude 074°14'36.2" W. During the enforcement period, as reflected in § 165.506(d), vessels may not enter, remain in, or transit through the safety zone unless authorized by the Captain of the Port or designated Coast Guard patrol personnel on-scene.

In addition to this notification in the **Federal Register**, the Coast Guard will provide notice of this enforcement period via Local Notice to Mariners and Broadcast Notice to Mariners.

Dated: August 21, 2025.

**Kate F. Higgins-Bloom,**  
Captain, U.S. Coast Guard, Captain of the  
Port, Sector Delaware Bay.

[FR Doc. 2025-16567 Filed 8-27-25; 8:45 am]

**BILLING CODE 9110-04-P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA-R08-OAR-2024-0609; FRL-12596-02-R8]

### Air Plan Approval; South Dakota; Regional Haze Plan for the Second Implementation Period

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is approving a regional haze state implementation plan (SIP) revision submitted by the State of South Dakota on July 29, 2022 (South Dakota’s 2022 SIP submission), as satisfying applicable requirements under the Clean Air Act (CAA) and the EPA’s Regional Haze Rule (RHR) for the program’s second implementation period. The EPA is taking this action pursuant to CAA.

**DATES:** This rule is effective on September 29, 2025.

**ADDRESSES:** The EPA has established a docket for this action under Docket ID No. EPA-R08-OAR-2024-0609. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available through <https://www.regulations.gov>, or please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional availability information.

**FOR FURTHER INFORMATION CONTACT:** Joe Stein, Air and Radiation Division, EPA, Region 8, Mailcode 8ARD-IO, 1595 Wynkoop Street, Denver, Colorado 80202-1129, telephone number: (303) 312-7078; email address: [stein.joseph@epa.gov](mailto:stein.joseph@epa.gov).

**SUPPLEMENTARY INFORMATION:** Throughout this document “we,” “us,” and “our” means the EPA.

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