

TABLE NO. 4.—LEASE PREFIXES AND MMS-DESIGNATED AREAS—Continued

MMS-designated areas	Lease prefixes
Wind River Reservation	502, 535, 634.

Dated: December 30, 1999.

Lucy Querques Denett,
Associate Director for Royalty Management.
[FR Doc. 00-528 Filed 1-10-00; 8:45 am]
BILLING CODE 4310-MR-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08-99-064]

RIN 2115-AE47

Drawbridge Operating Regulation; Black River, Wisconsin

AGENCY: Coast Guard, DOT.

ACTION: Notice of Temporary Deviation from Regulations.

SUMMARY: The Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation governing the operation of the Chicago, Milwaukee, St. Paul and Pacific Railroad Drawbridge, Mile 1.0, Black River at LaCrosse, Wisconsin. This deviation allows the drawbridge to remain closed to navigation for 59 days from January 3, 2000 to March 1, 2000. This action is required to allow the bridge owner time for preventive maintenance in the winter, when there is less impact on navigation.

DATES: This deviation is effective from January 3, 2000 to March 1, 2000.

FOR FURTHER INFORMATION CONTACT: Roger K. Wiebusch, Bridge Administrator, Commander (obr), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, MO 63103-2832, (314) 539-3900, extension 378.

SUPPLEMENTARY INFORMATION: The Chicago, Milwaukee, St. Paul and Pacific Railroad Bridge has a vertical clearance of 17.0 feet above low water and 4.0 feet above high water in the closed to navigation position. Navigation on the waterway consists primarily of commercial tows. This deviation has been coordinated with the commercial waterway industry. No one objected to the proposed deviation.

The Canadian Pacific Railway has requested a temporary deviation from the normal operation of the bridge to remove mechanical devices for refurbishing.

The deviation is for the period January 3, 2000 to March 3, 2000. This temporary deviation allows the draw of the Chicago, Milwaukee, St. Paul and Pacific Railroad Bridge to remain in the close-to-navigation position for 59 days. The drawbridge operation regulation normally requires that the drawbridge open on signal if at least two hours notice is given.

Dated: December 27, 1999.

K.J. Eldridge,
Captain, USCG, Acting District Commander,
Eighth Coast Guard District.
[FR Doc. 00-584 Filed 1-10-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD13-99-011]

RIN 2115 AE47

Drawbridge Operations Regulations; Columbia River, OR

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is changing the operating regulations for the dual Interstate 5 drawbridges across the Columbia River, mile 106.5, between Vancouver, WA, and Portland, OR. The amendment simplifies the operating regulations by removing the river level and vessel types as schedule factors and establishes a single schedule during which the draw spans need not be opened for the passage of vessels from 6:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday except federal holidays.

DATES: This rule is effective February 10, 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 CGD13-99-011 and are available for inspection or copying at the office of the Commander(oan), Thirteenth Coast Guard District, 915 Second Avenue, Seattle, Washington 98174-1067, room 3510 between 7:45 a.m. and 4:15 p.m., Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: John E. Mikesell, Chief, Plans and Programs Section, Aids to Navigation and Waterways Management Branch, Telephone (206) 220-7272.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On June 29, 1999, we published a notice of proposed rulemaking entitled Drawbridge Operation Regulations; Columbia River, Oregon, in the **Federal Register** (64 FR 34748). We received two letters commenting on the proposed rulemaking. No public hearing was requested and none was held.

Background

The purpose of this rule is to streamline the operating regulations by removing the various periods when the dual lift spans need not open for vessels and replacing them with a single schedule, Monday through Friday, for all vessels. This rule does not change the operation of the draw spans on weekends and federal holidays, when openings on signal are provided.

The current operating regulations are dependent upon river level measured by the gauge at the bridges. The hours during which the bridges need not open for navigation are presently changed whenever the river level is at 6 feet or above. This rule removes river level as a schedule factor to streamline the regulations to an easily remembered and administered schedule of operation. This rule applies uniformly to all types of navigation, no longer distinguishing between commercial and recreational vessels.

Discussion of Comments and Changes

The Coast Guard received two letters in response to the notice of proposed rulemaking. One letter objected to the lack of distinction between commercial and recreational traffic in the proposed regulation. The respondent wished this distinction to be retained. This distinction is not necessary for operation of the draws and is not in keeping with current Coast Guard policy for the operation of drawbridges. The proposal was not incorporated in the final rule. A second letter, from the Oregon Department of Transportation (ODOT), owner of the dual bridges, persuaded the District Commander to drop the proposed one-hour notice requirement for all draw openings.

between 6:30 a.m. and 6 p.m. The Coast Guard proposed this advance notice from vessel operators so that warnings could be given to highway traffic, giving travelers the option to take I-205 across the Columbia River. However, ODOT considered this notice to be too short to effectively post warning to motorists. The Coast Guard concurs and further notes that longer notice would not make for greater accuracy in judging the arrival time of vessels at the drawspan. The requirement for advance notice for openings is not included in this final rule.

This rule only amends 33 CFR 117.869 so that the draws need not be opened for the passage of vessels from 6:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday, except federal holidays.

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). We expect the economic impact of this rule to be so minimal that a full regulatory evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. The final rule should improve commuter traffic flow by a one-hour reduction in both morning and evening times when commercial navigation can pass through the open draw spans. This is the reduction that occurs when the gauge reads 6 feet or more at the bridge. When the river level is 5.9 feet or less at the bridge, all vessels gain one hour of opening opportunity by this change.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), we considered whether this rule would have a significant economic impact on a substantial number of small entities. "Small entities" include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations less than 50,000. This rule will affect the following entities, some of which may be small entities: the owners or operators of vessels intending to transit through the Columbia River drawbridge during the minimally changed closed periods. The Coast Guard certifies under 5 U.S.C.

605(b) that this rule will not have a significant impact on a substantial number of small entities.

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 final rule in accordance with the principles and criteria contained in 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 risk to safety that may disproportionately affect children.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under figure 2-1, paragraph 32(e) of Commandant Instruction M16475.1C, this rule is categorically excluded from further environmental documentation. This rule changes a drawbridge regulation which has been found not to have a significant effect on the environment. A "Categorical Exclusion Determination" is not required.

List of Subjects in 33 CFR Part 117

Bridges.

For the reasons set out in the preamble, the Coast Guard amends 33 CFR part 117 as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05-1(g); section 117.255 also issued under the authority of Pub. L. 102-587, 106 Stat. 5039.

2. Revise § 117.869(a) to read as follows:

§ 117.869 Columbia River.

(a) The draws of the Interstate 5 Bridges, mile 106.5, between Portland, OR, and Vancouver, WA, shall open on signal except that the draws need not be opened for the passage of vessels from 6:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday except federal holidays.

* * * * *

Dated: December 27, 1999.

Paul M. Blayney,

Rear Admiral, U.S. Coast Guard, Commander, Thirteenth Coast Guard District.

[FR Doc. 00-585 Filed 1-10-00; 8:45 am]

BILLING CODE 4910-15-U

DEPARTMENT OF VETERANS AFFAIRS

38 CFR Chapter 1

RIN 2900-AJ57

Rules of Practice: Title Change

AGENCY: Department of Veterans Affairs.
ACTION: Final rule.

SUMMARY: The Board of Veterans' Appeals (Board) adjudicates appeals from denials of claims for veterans' benefits filed with the Department of Veterans Affairs. This document amends the Board's Rules of Practice to reflect that "Office of Counsel to the Chairman (01C)" has been changed to "Office of the Senior Deputy Vice Chairman (012)."

DATES: *Effective Date:* January 11, 2000.

FOR FURTHER INFORMATION CONTACT: Steven L. Keller, Senior Deputy Vice Chairman (012), Board of Veterans' Appeals, Department of Veterans Affairs, 810 Vermont Avenue, NW., Washington, DC 20420 (202-565-5978).

SUPPLEMENTARY INFORMATION: This final rule merely concerns agency management. Accordingly, we are dispensing with prior notice and