

keep the bridge in the closed position from 6 a.m. on February 7, 2001 through 6 a.m. on February 8, 2001 and from 6 a.m. on February 21, 2001 through 6 a.m. on February 22, 2001.

Thirty days notice to the Coast Guard for approval of this maintenance repair was not given by the bridge owner and was not required because this work involves vital, unscheduled maintenance that must be performed without undue delay.

Vessels that can pass under the bridge without an opening may do so at all times during the closed period.

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 from the operating regulations is authorized under 33 CFR 117.35.

Dated: January 30, 2001.

G.N. Naccara,

U.S. Coast Guard, Commander, First Coast Guard District.

[FR Doc. 01-3375 Filed 2-8-01; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD07-01-009]

Drawbridge Operation Regulations; Brorein Street Bridge, Across the Hillsborough River, Tampa, FL

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Seventh Coast Guard District, has approved a temporary deviation from the regulations governing the operation of the Brorein Street Bridge across the Hillsborough River, mile 0.16, Tampa, Florida. This deviation allows the drawbridge to remain closed to navigation for five days, from 7 a.m. on February 26, 2001 until 12 p.m. on March 2, 2001. This temporary deviation is required to allow the bridge owner to safely complete removal of asbestos from the tender's control room and from the electrical wiring of the bridge operating system.

DATES: This deviation is effective from February 26, 2001 to March 2, 2001.

FOR FURTHER INFORMATION CONTACT: Mr. Barry Dragon, Chief, Operations Section, Seventh Coast Guard District, Bridge Section at (305) 415-6743.

SUPPLEMENTARY INFORMATION: The Brorein Street Bridge across the Hillsborough River at Tampa, has a vertical clearance of 15 feet above mean high water (MHW) measured at the fenders in the closed position with a horizontal clearance of 80 feet. On January 31, 2001, Acutec, Inc., acting as an agent for the drawbridge owner, requested a deviation from the current operating regulation in 33 CFR 117.291(a) which requires the drawbridge to open on signal if at least two hours notice is given. This temporary deviation was requested to allow necessary repairs to the drawbridge in a critical time sensitive manner.

The District Commander has granted a temporary deviation from the operating requirements listed in 33 CFR 117.291(a) for the purpose of repair completion of the drawbridge. Under this deviation, the Brorein Street Bridge need not open from 7 a.m. February 26, 2001 until 12 p.m. March 2, 2001. The deviation is effective for five days.

Dated: February 1, 2001.

Greg E. Shapley,

Chief, Bridge Administration, Seventh Coast Guard District.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD07-01-005]

Drawbridge Operation Regulations; Sanibel Causeway Bridge

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Seventh Coast Guard District, has approved a temporary deviation from the regulations governing the operation of the Sanibel Causeway Bridge (SR 869) across San Carlos Bay, mile 151, Punta Rassa, Florida. This deviation will change the drawbridge operation schedule to determine whether a permanent change to the schedule is needed. This deviation extends the scheduled bridge openings each day by four hours and also changes the period of the openings from every 15 minutes to every 30 minutes, from March 1, 2001 to April 30, 2001.

EFFECTIVE DATE: This deviation is effective from March 1, 2001, to April 30, 2001. Comments must be received by May 30, 2001.

ADDRESSES: You may mail comments and related material to Commander (obr), Seventh Coast Guard District, 909 SE. 1st Avenue, Miami, FL 33131. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at Commander (obr), Seventh Coast Guard District, 909 SE., 1st Avenue, Miami, FL 33131 between 7:30 a.m. and 4 p.m., Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Barry Dragon, Chief, Operations Section, Seventh Coast Guard District, Bridge Section at (305) 415-6743.

SUPPLEMENTARY INFORMATION: The Sanibel Causeway Bridge across San Carlos Bay at Punta Rassa, is a double leaf bridge with a vertical clearance of 26 feet above mean high water (MHW) measured at the fenders in the closed position with a horizontal clearance of 90 feet. The current operating regulation in 33 FR 117.317(j) requires the bridge to open on signal; except that from 11 a.m. to 6 p.m., the draw need open only on the hour, quarter hour, half hour, and three quarter hour. From 10 p.m. to 6 p.m. the draw will open on signal if at least a five-minute advance notice is given.

On November 28, 2000, the drawbridge owner requested a deviation from the current operating regulations to allow the owner to conduct a study of the bridge openings and vehicular traffic patterns which are exacerbated during the winter tourist season. The temporary schedule will require the bridge to open on signal; except that from 7 a.m. to 6 p.m., the draw need open only on the hour and half-hour. The five-minute notice from 10 p.m. to 6 a.m. will remain in effect.

The District Commander has granted a temporary deviation from the operating requirements listed in 33 CFR 117.317(j) for the purpose of conducting this study. Under this deviation, the Sanibel Causeway Bridge need only open on the hour and half hour, 7 a.m. to 6 p.m., from March 1, 2001 until April 30, 2001. From 10 p.m. to 6 a.m. the draw will open on signal if at least a five-minute advance notice is given. The deviation is effective from March 1, 2001 to April 30, 2001.

Request for Comments

We encourage you to participate in this evaluation of the test schedule by submitting comments and related material. If you do so, please include your name and address, identify the

docket number for this deviation [CGD07-01-005], indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know if they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period.

Dated: February 1, 2001.

Greg E. Shapley,

Chief, Bridge Administration, Seventh Coast Guard District.

[FR Doc. 01-3373 Filed 2-8-01; 8:45 am]

BILLING CODE 4910-15-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 31 and 35

[FRL-6943-5]

RIN 2030 AA56

Environmental Program Grants for Tribes, Final Rule: Delay of Effective Date

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule; delay of effective date.

SUMMARY: In accordance with the memorandum of January 20, 2001, from the Assistant to the President and Chief of Staff, entitled "Regulatory Review Plan," published in the **Federal Register** on January 24, 2001, this action temporarily delays for 60 days the effective date of the rule entitled Environmental Program Grants for Tribes, published in the **Federal Register** on January 16, 2001, 66 FR 3781. This rule concerns several Environmental Protection Agency (EPA) grant programs for Indian Tribes and Intertribal Consortia. It creates a new Tribal-specific subpart which contains only the provisions for environmental program grants that apply to Tribes and addresses the Performance Partnership Grant program for Tribes.

DATES: The effective date of the Environmental Program Grants for Tribes regulation amending 40 CFR parts 31 and 35 published in the **Federal Register** on January 16, 2001, at 66 FR 3781, is delayed for 60 days, from February 15, 2001, to a new effective date of April 17, 2001.

FOR FURTHER INFORMATION CONTACT: W. Scott McMoran, Grants Administration

Division (3903R), United States Environmental Protection Agency, 1200 Pennsylvania Ave., NW, Washington, DC 20460, Telephone: (202) 564-5376, McMoran.Scott@epa.gov.

SUPPLEMENTARY INFORMATION: The temporary 60-day delay in effective date is necessary to give Agency officials the opportunity for further review and consideration of new regulations, consistent with the Assistant to the President's memorandum of January 20, 2001. This action involves matters relating to grants and under 5 U.S.C. 553(a)(2) is thus exempt from the notice and comment requirements of the Administrative Procedure Act.

Dated: January 29, 2001.

David J. O'Connor,

Acting Assistant Administrator, Office of Administration and Resources Management.

[FR Doc. 01-3380 Filed 2-8-01; 8:45 am]

BILLING CODE 6560-50-U

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[RI-01-043-6991a; A-1-FRL-6943-3]

Approval and Promulgation of Air Quality Implementation Plans; Rhode Island; Enhanced Motor Vehicle Inspection and Maintenance Program

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: EPA is approving a State Implementation Plan (SIP) revision submitted by the State of Rhode Island. This revision establishes and requires the implementation of an enhanced motor vehicle inspection and maintenance program. The intended effect of this action is to approve this program. This action is being taken in accordance with the Clean Air Act.

EFFECTIVE DATE: This rule will become effective on March 12, 2001.

ADDRESSES: Copies of the documents relevant to this action are available for public inspection during normal business hours, by appointment at the Office of Ecosystem Protection, U.S. Environmental Protection Agency, EPA-New England, One Congress Street, 11th floor, Boston, MA; Air and Radiation Docket and Information Center, U.S. Environmental Protection Agency, Room M-1500, 401 M Street, (Mail Code 6102), SW., Washington, DC; and Department of Environmental Management, 235 Promenade Street, Providence, RI 02908-5767.

FOR FURTHER INFORMATION CONTACT:

Peter Hagerty, (617) 918-1049.

SUPPLEMENTARY INFORMATION: This Supplementary Information section is organized as follows:

- I. What action is EPA taking today?
- II. What deficiencies were identified in the notice of proposed rulemaking and how did Rhode Island address them?
- III. What emission reduction credit may Rhode Island assume in the interim until the EPA has information available to assign appropriate credit?
- IV. EPA Action.
- V. Administrative Requirements.

I. What Action is EPA Taking Today?

In this action we are approving the submittal of an enhanced motor vehicle inspection and maintenance (I/M) program submitted by Rhode Island as a formal SIP revision on January 19, 2001. We are also approving an interim level of emission reduction credit for Rhode Island to use for planning purposes. This action was proposed on December 18, 2000 in the **Federal Register** (65 FR79040) and no comments were received on the proposal.¹

II. What Deficiencies Were Identified in the Notice of Proposed Rulemaking and How Did Rhode Island Address Them?

In order to meet certain requirements of EPA's I/M rule, Rhode Island was required to include in its final submittal: (1) a commitment to maintain a 96% compliance rate (or revise the SIP accordingly), (2) the appropriate enforcement oversight provisions for the Department of Motor Vehicles (DMV), and (3) a demonstration of the performance of its test-and-repair network. The final SIP submittal from Rhode Island address each of these requirements. Section 2 of the SIP narrative entitled "I/M Performance Standard," now includes the appropriate commitment, as required by 40 CFR 51.361—Motorist Compliance Enforcement, to a 96% compliance rate.

¹ EPA proposed this SIP revision using a "parallel process." EPA provided for the public to comment on this SIP revision by making available the rules and materials that Rhode Island was proposing for approval on the state level in parallel with EPA's action. Rhode Island promulgated those rules prior to submitting them to EPA for this approval. One set of rules implementing this I/M program (Rhode Island Motor Vehicle Safety and Emissions Control Regulation No. 1) will not be finally effective until January 31, 2001, because Rhode Island law requires 20 days to elapse after a regulation is filed with the Secretary of State. Therefore, Regulation No. 1 will be effective shortly after signature of this notice, but prior to publication of this action in the **Federal Register** and prior to this action taking effect under the Clean Air Act. EPA is signing this action now because the State has done everything necessary for Regulation No. 1 to take effect on January 31, 2001, and we are simply awaiting passage of the 20 day filing period. See R.I. Gen. Laws section 42-35-4(b).