ACTION: Final rule; correction.

SUMMARY: This document contains corrections to the final rule that was published Thursday, April 30, 1998 (63 FR 23826). That final rule combined and conformed the provisions of the Section 8 certificate and the voucher programs and made some regulatory streamlining changes.

EFFECTIVE DATE: June 10, 1998.

FOR FURTHER INFORMATION CONTACT: Gloria Cousar, Deputy Assistant Secretary for Public and Assisted Housing Delivery, Office of Public and Indian Housing, Department of Housing and Urban Development, Room 4204, 451 7th Street, SW, Washington, DC 20410. Her telephone numbers are (202) 708–2841 (voice) and (202) 708–0850 (TTY). (These are not toll-free numbers.)

SUPPLEMENTARY INFORMATION:

Need for Correction

As published, the final rule contains three errors that may prove to be misleading and is in need of clarification. The first error is the omission of the definition of ''Housing quality standards'' from § 982.4. The definition as found in the rule before the revision is restored in this document. The second error is the failure to include the term ''near-elderly'' in a discussion in § 982.316 concerning the family composition of a family eligible to seek approval of a live-in aide. Such a family, as described in 24 CFR 5.403, may include near-elderly persons without either elderly persons or disabled persons. The omission of that term in this rule would create confusion, so it is added to § 982.316 in this document. The third error is that the statement of how to calculate the amount of the monthly housing assistance payment for a manufactured home space in § 982.623 contains a typographical error that cites an incorrect paragraph reference. This document corrects the reference.

Correction of Publication

Accordingly, FR Doc. 98–10374, a final rule published on April 30, 1998 (63 FR 23826), which amended 24 CFR part 982, is corrected as follows:

1. On page 23858, in the third column, § 982.4 is corrected by inserting, after the definition of ''Housing assistance payment'', the following definition of ''Housing quality standards'':

§ 982.4 Definitions.

* * * * *

Housing quality standards (HQS). The HUD minimum quality standards for housing assisted under the tenant-based programs. See § 982.401.

* * * * *

§ 982.316 [Corrected]

2. On page 23860, in the third column, in the first sentence of § 982.316, the word ''elderly'' is corrected to read ''elderly, near-elderly''.

§ 982.623 [Corrected]

3. On page 23869, in the second column, in § 982.623(b)(2)(i), the reference to ''the lesser of paragraphs (b)(2)(i)(A) or (b)(2)(ii)(B)'' is corrected to read ''the lesser of paragraphs (b)(2)(i)(A) or (b)(2)(i)(B)''.

Dated: June 3, 1998.

Camille E. Acevedo,

Assistant General Counsel for Regulations.

[FR Doc. 98–15479 Filed 6–9–98; 8:45 am]

BILLING CODE 4210–33–P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD 08–98–022]

Drawbridge Operating Regulation; Atchafalaya River, LA

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 in 33 CFR 117.5 governing the operation of the Union Pacific Railroad swing span bridge across the Atchafalaya River, mile 95.7 at Krotz Springs, Louisiana. This deviation allows the Union Pacific Railroad to close the bridge to navigation from 7 a.m. on Monday, July 27, 1998 through 6 p.m. on Monday, August 3, 1998. This temporary deviation is issued to allow for the replacement of the electric motors, gears and associated machinery of the swing span operating mechanism

DATES: This deviation is effective 7 a.m. on Monday, July 27, 1998 through 6 p.m. on Monday, August 3, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Phil Johnson, Bridge Administration Branch, Commander (ob), Eighth Coast Guard District, 501 Magazine Street, New Orleans, Louisiana, 70130–3396, telephone number 504–589–2965.

SUPPLEMENTARY INFORMATION: The Union Pacific Railroad swing span bridge across the Atchafalaya River, mile 95.7 at Krotz Springs, Louisiana has a vertical clearance of 6 feet above mean high water, elevation 38.5 feet Mean Sea Level, in the closed-to-navigation position and unlimited clearance in the open-to-navigation position. Navigation on the waterway consists primarily of tugs with tows and occasional recreational craft. Presently, the draw opens on signal.

The Union Pacific Railroad requested a temporary deviation from the normal operation of the bridge in order to accomplish the maintenance work. The work consists of replacing the electric motors, gears and other components of the operating machinery. This work is essential for the continued operation of the swing span. Alternate navigation routes are available. Mariners may transit the Atchafalaya River to the site of the bridge from both upstream via the Red River and Mississippi River and from downstream via Atchafalaya Bay.

The District Commander has, therefore, issued a deviation from the regulations in 33 CFR 117.5 authorizing the Union Pacific Railroad swing span bridge across the Atchafalaya River, mile 95.7 at Krotz Springs, Louisiana to remain in the closed-to-navigation position from 7 a.m. on July 27, 1998 through 6 p.m. on August 3, 1998.

Dated: June 1, 1998.

A.L. Gerfin, Jr.,

Captain, U.S. Coast Guard, Commander, 8th Coast Guard Dist., Acting.

[FR Doc. 98–15422 Filed 6–9–98; 8:45 am]

BILLING CODE 4910–15–M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[COTP Los Angeles-Long Beach, CA; 98–004]

RIN 2115–AA97

Safety Zone; San Pedro Bay, CA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule; request for comments.

SUMMARY: The Coast Guard is establishing a temporary safety zone in the navigable waters of San Pedro Bay, California. This safety zone is established as a result of the construction of an artificial habitat and is necessary to protect vessels from the hazards associated with the construction.

All vessels with a draft of 50 feet or more are prohibited from entering this area, unless specifically authorized by the Captain of the Port, for the entire

time that this regulation is enforced by the Captain of the Port. All other vessels are prohibited from entering the area, unless specifically authorized by the Captain of the Port, only when actual construction activities are in progress. The Captain of the Port will announce, via Broadcast Notice to Mariners and any other means practicable, when construction activities are in progress.

DATES: This safety zone will be in effect from 6 a.m. PDT on May 17, 1998 until 11:59 p.m. PDT on May 17, 1999. Comments must be received on or before August 10, 1998.

ADDRESSES: Comments should be mailed to Commanding Officer, Coast Guard Marine Safety Office, 165 N. Pico Avenue, Long Beach, CA 90802. Comments received will be available for inspection and copying within the Waterways Management Division at Marine Safety Office Los Angeles-Long Beach. Normal office hours are 8 a.m. to 4 p.m., PDT, Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT:

Lieutenant Rob Coller, Chief, Waterways Management Division, Marine Safety Office Los Angeles-Long Beach, 165 N. Pico Ave., Long Beach, CA 90802; (562) 980–4425.

SUPPLEMENTARY INFORMATION:

Regulatory Information

In accordance with 5 U.S.C 553, a notice of proposed rulemaking was not published for this regulation and it is being made effective in less than 30 days after **Federal Register** publication. Following normal rulemaking procedures could not be done in a timely fashion in that the sequence of construction activities, location of work, selection of a contractor, and the issuance of a notice to proceed for this construction project were not finalized until a date fewer than 30 days prior to the anticipated start of work.

Although this rule is being published as a temporary final rule without prior notice, an opportunity for public comment is nevertheless desirable to ensure the regulation is both reasonable and workable. Accordingly, persons wishing to comment may do so by submitting written comments to the office listed in **ADDRESSES** in this preamble. Those providing comment should identify the docket number for the regulation (COTP Los Angeles-Long Beach, CA: 98–004) and also include their name, address, and reason(s) for each comment presented. Based upon the comments received, the regulation may be changed.

The Coast Guard plans no public meeting. Persons may request a public meeting by writing to Marine Safety Office Los Angeles-Long Beach at the address listed in **ADDRESSES** in this preamble.

Discussion of Regulation

Construction of an artificial habitat south of the San Pedro Bay Federal Breakwater is underway. This safety zone is necessary for safeguarding recreational and commercial vessels from the dangers of the construction activities in the project area and to prevent interference with vessels engaged in these operations.

All vessels with a draft of 50 feet or more are prohibited from entering this exclusionary area, unless specifically authorized by the Captain of the Port, for the entire time that this regulation is in effect. All other vessels are prohibited from entering the area, unless specifically authorized by the Captain of the Port, only when actual construction activities are in progress. The Captain of the Port will announce, via Broadcast Notice to Mariners and any other means practicable, when the area is closed to vessels less than 50 feet in draft because construction activities are in progress.

This safety zone consists of all navigable waters within the geographic area bounded by lines connecting the following coordinates:

	Latitude	Longitude
Safety Zone Point #1:	33°41′16″ N,	118°13′15″ W; thence to
Safety Zone Point #2:	33°40′45″ N,	118°13′01″ W; thence to
Safety Zone Point #3:	33°40′34″ N,	118°13′37″ W; thence to
Safety Zone Point #4:	33°41′04″ N,	118°13′51″ W; thence returning to the point of beginning.

Regulatory Evaluation

This temporary final 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. It has been exempted from review by the Office of Management and Budget 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). The Cost Guard expects the economic impact of this regulation to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of the Department of Transportation is unnecessary. Only minor delays to mariners are foreseen when vessel traffic is directed around the area of the safety zone.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. Small entities may include small businesses and not-for-profit organizations that are not dominant in their respective fields, and governmental jurisdictions with populations less than 50,000. For the same reasons set forth in the above Regulatory Evaluation, the Coast Guard certifies under 5 U.S.C. 605(b) that this rule is not expected to have a significant economic impact on any substantial number of entities, regardless of their size.

Assistance For Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), the Coast Guard wants to assist small entities in understanding this rule so that they can better evaluate its effects on them and participate in the rulemaking process. If your small business or organization is affected by this rule and you have questions concerning its provisions or options for

compliance, please contact Lieutenant Rob Coller, U.S. Coast Guard Marine Safety Office Los Angeles-Long Beach, at (562) 980–4425.

Collection of Information

This regulation contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 et seq.).

Federalism

The Coast Guard has analyzed this regulation under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environmental Assessment

The Coast Guard has considered the environmental impact of this regulation and concluded that under Commandant Instruction M16475.1C, Figure 2–1, paragraph (34)(g), this rule is categorically excluded from further environmental documentation. This regulation is expected to have no significant effect on the environment.

Unfunded Mandates

Under the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4), the Coast Guard must consider whether this rule will result in an annual expenditure by state, local, and tribal governments, in the aggregate of $100 million (adjusted annually for inflation). If so, the Act requires that a reasonable number of regulatory alternatives be considered, and that from those alternatives, the least costly, most cost-effective, or least burdensome alternative that achieves the objective of the rule be selected.

No state, local, or tribal government entities will be effected by this rule, so this rule will not result in annual or aggregate cost of $100 million or more. Therefore, the Coast Guard is exempt from any further regulatory requirements under the Unfunded Mandates Act.

List of Subjects in 33 CFR Part 165

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

Regulation

In consideration of the foregoing, subpart F of part 165 of Title 33, Code of Federal Regulations, is amended as follows:

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

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; and 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; 49 CFR 1.46.

2. A new § 165.T11–054 is added to read as follows:

§ 165.T11–054 Safety Zone: San Pedro Bay.

(a) *Location.* All navigable waters bounded by a line connecting the following coordinates are established as safety zone:

	Latitude	Longitude
Safety Zone Point #1:	33°41′16″ N,	118°13′15″ W; thence to
Safety Zone Point #2:	33°40′45″ N,	118°13′01″ W; thence to
Safety Zone Point #3:	33°40′34″ N,	118°13′37″ W; thence to
Safety Zone Point #4:	33°41′04″ N,	118°13′51″ W; thence returning to the point of beginning.
Datum: NAD 83		

(b) *Effective Dates:* This section will be in effect from 6 a.m. PDT on May 17, 1998 until 11:59 p.m. PDT on May 17, 1999.

(c) *Regulations.* In accordance with the general regulations in § 165.23, entry into, transit through, or anchoring within this safety zone is prohibited for all vessels with a draft of 50 feet or more, unless specifically authorized by the Captain of the Port, for the entire time that this regulation is enforced by the Captain of the Port.

(1) All other vessels are prohibited from entering into, transiting through, or anchoring within this safety zone, unless specifically authorized by the Captain of the Port, only when actual construction activities are in progress.

(2) The Captain of the Port will announce, via Broadcast Notice to Mariners and any other means practicable, when the area is closed to vessels less than 50 feet in draft because construction activities are in progress.

Dated: May 15, 1998.

G.F. Wright,

Captain, U.S. Coast Guard, Captain of the Port Los Angeles-Long Beach, California.

[FR Doc. 98–15424 Filed 6–9–98; 8:45 am]

BILLING CODE 4910–15–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 80

[FRL–6106–6]

Approval of Colorado's Petition to Relax the Federal Gasoline Reid Vapor Pressure Volatility Standard for 1998, 1999, and 2000

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rulemaking.

SUMMARY: The Environmental Protection Agency (EPA or the Agency) is approving the State of Colorado's January 21, 1998, petition to relax the Reid Vapor Pressure (RVP) standard that applies to gasoline introduced into commerce in the Denver-Boulder area from June 1 to September 15. The standard is relaxed from 7.8 pounds per square inches (psi) to 9.0 psi for the years 1998, 1999, and 2000. This action is being taken under section 211(h)(1) of the Clean Air Act as Amended in 1990 (CAA) to modify EPA's gasoline volatility regulations promulgated June 11, 1990 and modified December 12, 1991. The Agency does not believe that this action will cause environmental harm to Denver-Boulder's residents. The area has been in compliance with the ozone standard since 1987. The Denver-Boulder area's gasoline has had a 9.0 psi