§ 256.24 How many times can I receive improvements, repairs, or replacement services under the Housing Improvement Program?

(a) Under Interim Improvements, Category A, you can receive services under the Housing Improvement Program more than one time, for improvements to the dwelling in which you are living to improve the safety or sanitation of the dwelling:

(1) For not more than a total cost of $2,500;

(2) For not more than one dwelling.

(b) Under Repairs and Renovation, Category B, after October 1, 1986, you may receive services one time, for repairs to the dwelling that you own and occupy that requires not more than $35,000 to make the dwelling meet applicable building code standards.

(c) Under Replacement Housing, Category C, after October 1, 1986, you may receive services one time, for a modest replacement home.

§ 256.25 Will I need flood insurance?

You will need flood insurance if your dwelling is located in an area identified as having special flood hazards under the Flood Disaster Protection Act of 1973 (Pub. L. 93–234, 87 Stat. 977). Your servicing housing office will advise you.

§ 256.26 Is my Federal government-assisted dwelling eligible for services under the Housing Improvement Program?

Yes. You may receive services under the Housing Improvement Program if your home was purchased through a Federal government sponsored home program that does not include provision for housing assistance.

§ 256.27 Can I receive Housing Improvement Program services if I am living in a mobile home?

Yes. If you meet the eligibility criteria in § 256.6 and there is sufficient funding available, you can receive any of the Housing Improvement Program services identified in § 256.7. If you require Category B services and your mobile home has exterior walls of less than three inches, you must be provided Category C services.

§ 256.28 Can Housing Improvement Program resources be supplemented with other available resources?

Yes. Housing Improvement Program resources may be supplemented through other available resources to increase the number of Housing Improvement Program recipients.

§ 256.29 What can I do if I disagree with actions taken under the Housing Improvement Program?

You may appeal action or inaction by an official of the Bureau of Indian Affairs, in accordance with 25 CFR Part 2. You may appeal action or inaction by tribal officials through the appeal process established by the servicing tribe.

Dated: February 24, 1998.

Kevin Gover,

Assistant Secretary—Indian Affairs.

[FR Doc. 98–5300 Filed 2–27–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01–95–009]

RIN 2115–AE47

Drawbridge Operation Regulations; Connecticut River, CT

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard amends the regulations governing the Route 82 Bridge at mile 16.8 which crosses the Connecticut River, between East Haddam and Haddam, Connecticut. The change will provide openings for recreational vessels on the hour and half-hour only, from 15 May through 31 October between 9 a.m. and 9 p.m. Commercial vessels will continue to be granted bridge openings at all times. This change was requested by Connecticut Department of Transportation (CONNDOT) to provide relief from traffic delays caused by frequent unscheduled bridge openings. This action will ease vehicular traffic delays and still meet the reasonable needs of navigation.

This rule also requires bridge owners to install clearance gauges at the AMTRAK Old Saybrook-Old Lyme Bridge, the CONRAIL Middletown-Portland Bridge, and the Route 82 Bridge to assist mariners in determining if their vessels can pass under the bridges and thereby reduce the number of unnecessary openings.

DATES: This final rule is effective April 1, 1998.

ADDRESSES: Documents as indicated in this preamble, except for the seven comments commenting on the proposed rulemaking which are missing, are available for inspection or copying at the First Coast Guard District Office, Battery Park Bldg., New York, New York 10004–5073, 7 a.m. to 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (212) 668–7069.

FOR FURTHER INFORMATION CONTACT: Mr. J. Arca, project officer, First Coast Guard District, Bridge Branch. The telephone number is (212) 668–7069.

SUPPLEMENTARY INFORMATION:

Regulatory History

On May 4, 1995, the Coast Guard published a notice of proposed rulemaking entitled ''Drawing Operation Regulations; Connecticut River, Connecticut'' in the **Federal Register** (60 FR 22014). The Coast Guard received seven letters commenting on the proposed rulemaking. No public hearing was requested, and none was held.

Background

The Route 82 Bridge has vertical clearance of 22′ above mean high water (MHW) and 25′ above mean low water (MLW) in the closed position. The Coast Guard previously published a temporary final rule (57 FR 24191; June 2, 1992) that required the bridge to open for recreational vessels on the hour and half-hour only, from 22 May through 31 October, 1992, between 9 a.m. and 9 p.m. on Fridays, Saturdays, Sundays, and Federal holidays. No comments were received during the comment period. Upon expiration of the temporary final rule, the bridge reverted to the general operating regulation contained in 33 CFR section 117.5 which requires drawbridges to open promptly and fully for the passage of vessels when a request to open is given. The Town of East Haddam and CONNDOT requested that the Coast Guard change the special operating regulations for the Route 82 Bridge. The original request was for hour and half-hour openings on Fridays, weekends and holidays from 9 a.m. to 9 p.m. during the recreation boating season. Subsequently, the request was expanded to include weekdays to have a uniform schedule every day of the week. The new rule will require the Route 82 Bridge to provide openings for recreational vessels on the hour and half-hour, daily from 15 May to 31 October, between 9 a.m. and 9 p.m. Openings for commercial vessels will be required on signal at all times. The rule will accommodate the reasonable needs of navigation while providing for the needs of land transportation. Clearance gauges are being required to assist mariners in determining whether bridge openings will be required for passage,

thereby eliminating unnecessary openings.

Discussion of Comments and Changes

The Coast Guard received seven comments all in favor of the proposal. No changes to the proposed rule have been made.

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. It has not been reviewed 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 Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This conclusion is based on the fact that commercial vessels are unaffected by this rule and that the regulations will not prevent recreational boaters from transiting the bridge. The rule will only require recreational boaters to adjust their time of arrival for openings on the hour and half-hour. The Coast Guard believes this rule achieves the requirement of balancing the navigational rights of recreational boaters and the needs of land based transportation.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this rule will 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 of less than 50,000. Therefore, for the reasons discussed in the Regulatory Evaluation section above, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this final rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This final rule does not provide for a collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this final rule in accordance with 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.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under section 2.B.2.e.(34) of Commandant Instruction M16475.1B, this final rule is categorically excluded from further environmental documentation. A ''Categorical Exclusion Determination'' is available in the docket for inspection or copying where indicated under **ADDRESSES**.

List of Subjects in 33 CFR Part 117

Bridges.

Regulation

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

PART 117—[AMENDED]

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. Section 117.205 is revised to read as follows:

§ 117.205 Connecticut River.

(a) The owners of the AMTRAK Old Saybrook-Old Lyme Bridge, mile 3.4 the Route 82 Bridge, mile 16.8, and the CONRAIL Middletown-Portland Bridge, mile 32.0, shall provide, and keep in good legible condition, clearance gauges with figures not less than twelve (12) inches which designed, installed and maintained according to the provisions of § 118.160 of this chapter.

(b) The draws of the AMTRAK Old Saybrook-Old Lyme Bridge, mile 3.4, and the CONRAIL Middletown-Portland Bridge, mile 32.0, shall be opened as soon as practicable for all non-commercial vessels that cannot pass under the closed draws, but in no case shall the delay be more than 20 minutes from the time the opening was requested.

(c) The draw of the Route 82 Bridge, mile 16.8, at East Haddam, shall open on signal except that, from 15 May to 31 October, between 9 a.m. and 9 p.m., the draw need open for recreational vessels on the hour and half-hour only. The draw shall open on signal for commercial vessels at all times.

Dated: February 12, 1998.

R.M. Larrabee,

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

[FR Doc. 98–5297 Filed 2–27–98; 8:45 am]

BILLING CODE 4910–14–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 131

[FRL–5971–9]

Withdrawal From Federal Regulations of the Applicability to Alaska's Waters of Arsenic Human Health Criteria

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: In 1992, EPA promulgated federal regulations establishing water quality criteria for toxic pollutants for several states, including Alaska (40 CFR 131.36). One of the toxic pollutants included in that rule was arsenic. In this final rule, EPA withdraws the applicability to Alaska's waters of the federal human health criteria for arsenic.

DATES: This rule is effective on April 1, 1998.

ADDRESSES: The administrative record for this rule is available for public inspection at EPA Region 10, Office of Water, 1200 Sixth Avenue, Seattle, Washington, 98101, between 8:00 a.m. and 4:30 p.m. Copies of the record are also available for public inspection at EPA's Alaska Operations Offices: 222 West 7th Avenue, Anchorage, AK and 410 Willoughby Avenue, Juneau, AK.

FOR FURTHER INFORMATION CONTACT: Fred Leutner at EPA Headquarters, Office of Water (4305), 401 M Street SW, Washington, DC 20460 (telephone: 202–260–1542), or Sally Brough in EPA's Region 10 (telephone: 206–553–1295).

SUPPLEMENTARY INFORMATION:

Potentially Affected Entities

Citizens concerned with water quality in Alaska, and with pollution from arsenic in particular, may be interested in this rulemaking. Since criteria are used in determining NPDES permit limits, entities discharging arsenic to waters of the United States in Alaska could be affected by this rulemaking. Potentially affected entities include: