

## Appendix B to Part 4044—Interest Rates Used To Value Annuities and Lump Sums

TABLE I.—ANNUITY VALUATIONS

[This table sets forth, for each indicated calendar month, the interest rates (denoted by  $i_1, i_2, \dots$ , and referred to generally as  $i_t$ ) assumed to be in effect between specified anniversaries of a valuation date that occurs within that calendar month; those anniversaries are specified in the columns adjacent to the rates. The last listed rate is assumed to be in effect after the last listed anniversary date.]

For valuation dates occurring in the month—			The values of $i_t$ are:			
			$i_t$	for $t =$	$i_t$	for $t =$
*	*	*	*	*	*	*
September 1999			.0630	1–20	.0525	>20 N/A N/A

TABLE II.—LUMP SUM VALUATIONS

[In using this table: (1) For benefits for which the participant or beneficiary is entitled to be in pay status on the valuation date, the immediate annuity rate shall apply; (2) For benefits for which the deferral period is  $y$  years (where  $y$  is an integer and  $0 < y \leq n_1$ ), interest rate  $i_1$  shall apply from the valuation date for a period of  $y$  years, and thereafter the immediate annuity rate shall apply; (3) For benefits for which the deferral period is  $y$  years (where  $y$  is an integer and  $n_1 < y < n_1 + n_2$ ), interest rate  $i_2$  shall apply from the valuation date for a period of  $y < n_1 > n_2$  years, interest rate  $i_1$  shall apply for the following  $n_1$  years, and thereafter the immediate annuity rate shall apply; (4) For benefits for which the deferral period is  $y$  years (where  $y$  is an integer and  $y > n_1 + n_2$ ), interest rate  $i_3$  shall apply from the valuation date for a period of  $y - n_1 - n_2$  years, interest rate  $i_2$  shall apply for the following  $n_2$  years, interest rate  $i_1$  shall apply for the following  $n_1$  years, and thereafter the immediate annuity rate shall apply.]

Rate set	For plans with a valuation date		Immediate annuity rate (percent)	Deferred annuities (percent)					
	On or after	Before		$i_1$	$i_2$	$i_3$	$n_1$	$n_2$	
*	*	*	*	*	*	*	*	*	*
71	09–1–99	10–1–99	5.00	4.25	4.00	4.00	7	8	

Issued in Washington, DC, on this 6th day of August, 1999.

**David M. Strauss,**

*Executive Director, Pension Benefit Guaranty Corporation.*

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## DEPARTMENT OF TRANSPORTATION

## Coast Guard

## 33 CFR Part 117

[CGD01–99–010]

RIN 2115–AE47

## Drawbridge Operation Regulations: Shrewsbury River, NJ

AGENCY: Coast Guard, DOT.

ACTION: Final Rule.

**SUMMARY:** The Coast Guard is changing the drawbridge operation regulations governing the Route 36 Bridge, mile 1.8, across the Shrewsbury River at Highlands, New Jersey. This final rule requires the drawbridge need open only at a quarter before and a quarter after the hour, May 15 through October 15, 7 a.m. to 8 p.m. This change is necessary to help alleviate vehicular traffic congestion caused by frequent bridge openings. This final rule is expected to relieve traffic congestion, synchronize the opening times of the two moveable bridges on the waterway, and still meet the reasonable needs of navigation.

**DATES:** This final rule is effective September 13, 1999.

**ADDRESSES:** Documents as indicated in this preamble are available for inspection or copying at the First Coast Guard District Office, 408 Atlantic Avenue, Boston, Massachusetts 02110, 7 a.m. to 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (617) 223–8364.

**FOR FURTHER INFORMATION CONTACT:** John W. McDonald, Project Officer, First Coast Guard District, (617) 223–8364.

## SUPPLEMENTARY INFORMATION:

## Regulatory History

On May 25, 1999, the Coast Guard published a notice of proposed rulemaking entitled Drawbridge Operation Regulations; Shrewsbury River, New Jersey, in the Federal Register (64 FR 28126). The Coast Guard received one letter commenting on the notice of proposed rulemaking. No public hearing was requested and none was held.

## Background

The Route 36 Bridge, at mile 1.8, at Highlands, New Jersey, across the Shrewsbury River, has a vertical clearance of 35 feet at mean high water and 39 feet at mean low water.

The existing operating regulations for the Rt-36 Bridge, listed at 33 CFR 117.755(a), require the bridge to open on signal; except that, from Memorial Day through Labor Day on Saturdays, Sundays, and holidays, from 10 a.m. to 7 p.m., the draw need be opened only on the hour and half hour.

The bridge owner, the New Jersey Department of Transportation (NJDOT) asked the Coast Guard to change the operating regulations for the Route 36 Bridge to help alleviate vehicular traffic caused by bridge openings during the summer months. The Coast Guard published a notice of proposed rulemaking on May 25, 1999, which proposed that the Route 36 Bridge open on signal, except that, from May 15 through October 15, 7 a.m. to 8 p.m., the draw need open only on the hour and half hour.

The Coast Guard received one comment letter in response to the notice of proposed rulemaking suggesting that the Coast Guard synchronize the opening times for the Route 36 Bridge and the Monmouth County highway

bridge at mile 4.0, at Sea Bright, New Jersey, both across the Shrewsbury River. The synchronizing of the opening schedules at the bridges will allow vessels to transit through the bridges with minimum delay.

The bridge opening log data for the years 1995–1997 published by the Coast Guard in the notice of proposed rulemaking was incorrect. The correct opening log data is included in this final rule along with the addition of 1998 opening log data. The correct opening log data also supports the need to change the operating regulations for the Route 36 Bridge during the time period the bridge owner has requested.

The Route 36 Bridge opening data, May through October, for 1995, 1996, 1997, 1998, indicates the following number of openings: May, 186, 151, 149 and 146; June, 239, 384, 247 and 211; July, 398, 323, 302 and 327; August, 342, 488, 311 and 241; September, 280, 280, 199 and 228; October, 190, 298, 158 and 140, respectively.

The bridge owner originally requested that the Route 36 Bridge open on signal on the hour and half hour, 7 a.m. to 10 p.m., May 15 through October 15. The traffic counts indicated the hours 7 a.m. to 8 p.m. were the hours each day that most vehicles passed over the bridge. The vehicular traffic counts did not support the need to limit bridge openings during the 8 p.m. to 10 p.m. time period.

#### Discussion of Comments and Changes

The Coast Guard received one letter in response to the notice of proposed rulemaking. The Coast Guard has changed this final rule as a result of the comment letter received. The opening schedule published in the notice of proposed rulemaking required the Route 36 Bridge to need open only on the hour and half-hour. The Coast Guard, as a result of the comment received, has changed the opening schedule to require the Route 36 Bridge need open only at a quarter before the hour and a quarter after the hour. This change will synchronize the opening schedules for the two moveable bridges on the Shrewsbury River and will allow vessels to transit through the bridges with minimum delay.

The existing regulations refer to the Route 36 Bridge as the S36 Bridge. The reference to S36 Bridge in the regulations will be changed in this final rule to the Route 36 Bridge because it is a more recognizable description. The language requiring clearance gages for the Monmouth County Bridge listed at § 117.755(b) will be changed in this final rule to reference specifications listed under § 118.160 of this chapter.

The notice of proposed rulemaking proposed to change the clearance gage requirements for the Route 36 Bridge only. This final rule will change the clearance gage requirements for both bridges.

#### Regulatory Evaluation

This 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 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 final 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 the bridge will open for vessel traffic two times an hour and the mariners will still be able to transit the waterway provided they schedule their transits in accordance with the operating schedule of the bridge.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this final 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 less than 50,000. Therefore, for 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 final 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 final rule and concluded that, under Section 2.B.2., Figure 2–1, paragraph (32)(e), of Commandant Instruction M16475.1C, this final rule is categorically excluded from further environmental documentation because promulgation of changes to drawbridge regulations have been found to not have a significant effect on the environment. A written “Categorical Exclusion Determination” is not required for this final rule.

#### List of Subjects in 33 CFR Part 117

Bridges.

#### Regulations

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. Section 117.755 is revised to read as follows:

#### § 117.755 Shrewsbury River.

(a) The Route 36 Bridge, mile 1.8, at Highlands, New Jersey, shall open on signal, except that, from May 15 through October 15, 7 a.m. to 8 p.m., the draw need open only at a quarter before the hour and a quarter after the hour. The owners of the bridge shall provide and keep in good legible condition, two clearance gauges, with figures not less than eight inches high, designed, installed and maintained according to the provisions of § 118.160 of this chapter.

(b) The draw of the Monmouth County highway bridge, mile 4.0, at Sea Bright, shall open on signal; except that, from May 15 through September 30, on Saturdays, Sundays, and holidays, from 9 a.m. to 7 p.m., the draw need open only on the hour and half hour. The draw need not be opened at any time for a sailboat, unless it is under auxiliary power or is towed by a powered vessel. The owners of the bridge shall keep in good legible condition two clearance gages, with figures not less than eight inches high, designed, installed and maintained according to the provisions of § 118.160 of this chapter.

Dated: August 2, 1999.

**R. M. Larrabee,**

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

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 117

[CGD01-99-125]

#### Drawbridge Operation Regulations: Thames River, CT

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of temporary deviation from regulations.

**SUMMARY:** The Commander, First Coast Guard District, has issued a temporary deviation from the drawbridge operation regulations governing the operation of the Amtrak Bridge, mile 3.0, across the Thames River in New London, Connecticut. This deviation from the regulations allows the bridge owner to require a two-hour advance notice for opening, Sunday through Thursday, 10 p.m. to 5 a.m., August 2, 1999, through September 30, 1999. This action is necessary to facilitate electrical modifications at the bridge.

**DATES:** This deviation is effective from August 2, 1999, through September 30, 1999.

**FOR FURTHER INFORMATION CONTACT:** Joe Schmied, Project Officer, First Coast Guard District, at (212) 668-7165.

**SUPPLEMENTARY INFORMATION:** The Amtrak Bridge, mile 3.0, across the Thames River in New London, Connecticut, has a vertical clearance of 30 feet at mean high water, and 33 feet at mean low water in the closed position. The bridge owner, National Railroad Passenger Corporation (Amtrak), requested a temporary deviation from the operating regulations to facilitate electrical modifications at the bridge. This deviation to the operating regulations allows the bridge owner to require a two-hour advance notice for bridge openings for the Amtrak Bridge, mile 3.0, across the Thames River in New London, Connecticut. This deviation will be in effect from Sunday through Thursday, 10 p.m. to 5 a.m., August 2, 1999, through September 30, 1999. Requests for bridge openings can be made by calling (860) 395-2355 or on marine radio channel 13 VHF/FM. Mariners requiring an emergency opening are advised to call Amtrak's Chief Dispatcher at (617) 345-7569. Vessels

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

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: July 23, 1999.

**R. M. Larrabee,**

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

[FR Doc. 99-20958 Filed 8-12-99; 8:45 am]

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[MN44-02-7269a; FRL-6414-9]

#### Approval and Promulgation of Implementation Plans; Minnesota

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

**ACTION:** Direct final rule.

**SUMMARY:** We are approving a supplemental revision to the Minnesota State Implementation Plan (SIP) for the Saint Paul particulate matter (PM) nonattainment area, located in Ramsey County, Minnesota. The Minnesota Pollution Control Agency (MPCA) submitted the supplemental SIP for the purpose of maintaining the attainment of the PM National Ambient Air Quality Standards (NAAQS) and is in response to our July 22, 1997 conditional approval (62 FR 39120), of the State's February 9, 1996 SIP revision for Red Rock Road. We are also taking action to revoke the Administrative Order for the Lafarge Corporation that we had approved into the SIP in our July 22, 1997 conditional approval. We are providing the rationale for the approval and other information in this notice.

**DATES:** This action is effective on October 12, 1999 without further notice, unless EPA receives relevant adverse comments by September 13, 1999. If adverse comments are received, EPA will publish a timely withdrawal of the direct final rule in the **Federal Register** informing the public that the rule will not take effect.

**ADDRESSES:** Written comments may be mailed to: Carlton Nash, Chief, Regulation Development Section, Air Programs Branch (AR-18J), United States Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604. Copies of the

documents relevant to this action are available for inspection during normal business hours at the above address. (Please telephone Christos Panos at (312) 353-8328, before visiting the Region 5 office.)

**FOR FURTHER INFORMATION CONTACT:** Christos Panos, Regulation Development Section, Air Programs Branch (AR-18J), Air and Radiation Division, United States Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 353-8328.

#### SUPPLEMENTARY INFORMATION:

We have organized this Supplementary Information section as follows:

- A. What Action Is EPA Taking Today?
- B. Why Was this SIP Revision Needed?
- C. Why Can We Approve this Request?
- D. What Is the Background for this Rulemaking?

#### A. What Action Is EPA Taking Today?

We are approving MPCA's July 22, 1998 request for a revision to the Minnesota PM SIP. Specifically, we are approving the following: (A) the Title I (non-expiring) conditions of Minnesota Air Emission Permit No. 12300353-001, issued to Lafarge Corporation—Red Rock Terminal on April 14, 1998; (B) a modeled attainment demonstration for the Red Rock Road PM nonattainment area in Ramsey County, Minnesota; and (C) a request that we withdraw from the SIP the February 2, 1996 Administrative Order for Lafarge's Red Rock Road facility.

#### B. Why Was This SIP Revision Needed?

In response to monitored exceedances of the 24-hour PM NAAQS between 1992 and 1995, on February 9, 1996 the State submitted a SIP revision with emission limits and/or control measures for certain facilities located in the Red Rock Road area in order to bring the area into modeled attainment. Two of these facilities were required to commit to control measures to reduce their PM emissions and the third facility was required to either quantify their PM emissions to show that they can meet the NAAQS, or commit to control measures to reduce their PM emissions. The MPCA put these requirements into Administrative Orders (dated February 2, 1996) for St. Paul Terminals, Inc., AMG Resources Corporation and Lafarge Corporation.

We agreed that the February 9, 1996 submittal would more than satisfy the nonattainment area requirements. However, the attainment demonstration submitted with the Red Rock Road SIP revision was not fully approvable because specific emission limits for