

select a new health plan offered by a carrier participating in the demonstration project in the new area. If the beneficiary was enrolled in a fee-for-service plan prior to the move and moves to another area that is within an existing demonstration area, the beneficiary can maintain his or her current coverage.

(b) If a DoD beneficiary disenrolls, cancels, or terminates enrollment for any reason, he or she will not be eligible to reenroll in the demonstration project. Once coverage ends, members have the right to revert back to all of the benefits to which they were entitled to under title 10 of the United States Code. Medicare covered members who had a Medigap policy prior to their enrollment in the demonstration project are entitled to reinstate that coverage under the conditions stated in section 1108(l) of title 10 United States Code.

(c) Demonstration project beneficiaries and members of family are eligible for Temporary Continuation of Coverage (TCC) under the conditions and for the durations described in subpart K or until the end of the demonstration project, whichever occurs first. The effective date of TCC for demonstration project beneficiaries or members of family will be the day after other coverage under this subpart ends. Beneficiaries or members of family selecting TCC must enroll in a health plan offered by a carrier participating in the demonstration project. If an individual enrolled in DoD TCC moves from a demonstration project area, coverage ends. Beneficiaries will be responsible for paying the entire DoD premium rate (OPM's approved net-to-carrier DoD rate plus 4 percent for contingency and administration reserves) plus 2 percent of this premium rate for administration of the program. DoD will make arrangements to collect premiums plus the 2 percent administrative charge from beneficiaries and forward them to OPM's Health Benefits Fund. OPM will establish procedures for receiving the 2 percent administrative payment into the Health Benefits Fund and making this amount available to DoD for administration of the program.

(d) Enrolled demonstration project beneficiaries are not eligible for the temporary extension of coverage and conversion opportunities described in subpart D of this part.

§ 890.1306 Government premium contributions.

The Secretary of Defense is responsible for the Government contribution for demonstration project enrolled beneficiaries. The Government

contribution toward demonstration project premium rates will be determined in accordance with subpart E of this part.

§ 890.1307 Data collection.

Carriers will compile, maintain, and when requested by OPM or DoD report data on their plan's experience necessary to produce reports containing the following information and analysis:

(a) The number of eligible beneficiaries who elect to participate in the demonstration project.

(b) The number of eligible beneficiaries who elected to participate in the demonstration project and did not have Medicare Part B coverage before electing to participate.

(c) The costs of health benefits charges and the costs (direct and indirect) of administering the benefits and services provided to eligible beneficiaries who elect to participate in the demonstration project as compared to similarly situated enrollees in the FEHB Program.

(d) Prescription drug costs for demonstration project beneficiaries.

§ 890.1308 Carrier participation.

(a) All carriers who participate in the FEHB Program and provide benefits to enrollees in the geographic areas selected as demonstration project areas must participate in the demonstration project, except as provided for in paragraphs (b), (c), and (d) of this section.

(b) Carriers who have less than 300 FEHB enrollees may, but are not required to, participate in the demonstration project.

(c) Carriers may, but are not required to, participate in the demonstration project if their service area overlaps a small portion (as determined by OPM) of a demonstration project geographic area.

(d) Carriers offering fee-for-service plans with enrollment limited to specific groups will not participate in the demonstration project.

[FR Doc. 99-16912 Filed 7-2-99; 8:45 am]

BILLING CODE 6325-01-U

RAILROAD RETIREMENT BOARD

20 CFR Part 220

Determining Disability

CFR Correction

In Title 20 of the Code of Federal Regulations, parts 1 to 399, revised as of Apr. 1, 1999, page 337, part 220, Appendix 3 is corrected by revising the second entry, in the second column

under "JOB TITLE: MACHINIST" to read "<40 degrees abduction".

[FR Doc. 99-55521 Filed 7-2-99; 8:45 am]

BILLING CODE 1505-01-D

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01-99-093]

Drawbridge Operation Regulations: Harlem River, NY

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 Triborough (125th Street) Bridge, mile 1.3, across the Harlem River in New York City, New York. This deviation from the regulations authorizes the bridge owner to keep the bridge in the closed position from August 2, 1999, through August 31, 1999, and from September 7, 1999, through October 6, 1999. This action is necessary to facilitate the removal and replacement of the bridge counterweight lift cables.

DATES: This deviation is effective from August 2, 1999, through August 31, 1999, and from September 7, 1999, through October 6, 1999.

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

SUPPLEMENTARY INFORMATION: The Triborough (125th Street) Bridge, mile 1.3, across the Harlem River has vertical clearances of 54 feet at mean high water, and 59 feet at mean low water in the closed position. The current operating regulations listed at 33 CFR § 117.789(d) require the bridge to open on signal from 10 a.m. to 5 p.m., if at least four hours notice is given.

The bridge owner, the Triborough Bridge and Tunnel Authority (TBTA), requested a temporary deviation from the operating regulations for the Triborough (125th Street) Bridge in order to remove and replace the counterweight lift cables. During the process of this work the bridge can not be opened. Vessels that can pass under the bridge without an opening may do so at all times during the closed periods. This work is essential for public safety and the continued operation of the bridge. 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 to the operating regulations authorizes the TBTA to keep the Triborough (125th Street) Bridge, mile 1.3, across the Harlem River in New York City, New York, in the closed position for repairs from August 2, 1999, through August 31, 1999, and from September 7, 1999, through October 6, 1999.

This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: June 21, 1999.

Robert F. Duncan,

*Captain, U.S. Coast Guard, Acting
Commander, First Coast Guard District.*

[FR Doc. 99-17054 Filed 7-2-99; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 173

[USCG 1998-3386]

RIN 2115-AF62

Adjustment of Fees for Issuing Numbers to Undocumented Vessels in Alaska

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard increases the fees it charges for issuing numbers to undocumented vessels in Alaska. It is doing this because the current fees do not cover its costs for issuing numbers to those vessels. This final rule brings the fees into full compliance with the general Federal statute on user fees, allowing the Coast Guard to fully recover its costs, and makes it more convenient for the public by offering additional methods to pay for this service.

DATES: This final rule is effective on September 1, 1999.

ADDRESSES: The comment received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG-1998-3386. They are available for inspection or copying at the Docket Management Facility, U.S. Department of Transportation, room PL-401, 400 Seventh Street SW, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at <http://dms.dot.gov>. You may obtain a copy of this rule by calling the U. S.

Coast Guard Infoline at 1-800-368-5647, or read it on the Internet, at the Web Site for the Office of Boating Safety, at <http://www.uscgboating.org> or at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions on this final rule, call or write Janice B. Giles, Program Development and Implementation Division, Office of Boating Safety, Coast Guard, telephone 202-267-0911, (email: jgiles@comdt.uscg.mil), or Sue Hargis, Seventeenth Coast Guard District (Alaska) Boating Safety Specialist, (907) 463-2297 (email: shargis@cgalaska.uscg.mil).

For questions on viewing the docket, call Dorothy Walker, Chief, Dockets, Department of Transportation, telephone 202-366-9329.

SUPPLEMENTARY INFORMATION:

Regulatory History

On February 1, 1999, we published a notice of proposed rulemaking (NPRM) entitled "Adjustment of Fees for Issuing Numbers to Undocumented Vessels in Alaska" in the **Federal Register** (64 FR 4816). We sent press releases concerning the proposed increase to all major newspapers in Alaska. We received one letter commenting on the proposed rule. No public hearing was requested, and none was held.

Background and Purpose

Title 33 of the Code of Federal Regulations (CFR), part 173, sets forth the requirements for issuing certificates of number to owners of vessels that are not documented, typically recreational boats. The Coast Guard's issuing numbers to undocumented vessels is unique to Alaska and the Seventeenth Coast Guard District; in all other parts of the nation, State or Territorial authorities act as the issuing authorities. We retain the responsibility for Alaska under Title 46 of the United States Code (U.S.C.), sub-section 12301(a), because the government of Alaska has not sought the approval of the Coast Guard for a State system of numbering vessels.

This final rule amends 33 CFR 173.85 so the charged fees cover the costs we incur for the number-issuing service we provide in Alaska. The increased fees affect those people who own undocumented vessels subject to 33 CFR 173.11 and who operate them principally in Alaska. This final rule also offers more methods for paying the fees.

The current \$6 fee, set in 1972 (33 CFR 173.85), does not accrue to the Coast Guard. The money collected goes into the general fund of the U.S. Treasury as miscellaneous receipts of

the Department of Transportation. Even if the money did accrue to us, it would cover barely 25 percent of the costs we incur for providing the service. The new fees will cover most, if not all, of these costs.

Under 46 U.S.C. 2110, the new fees will also be available to reimburse the Coast Guard for the full cost of accomplishing fee collection.

The development and application of a cost methodology came in for detailed discussion in the NPRM. That discussion rested on a contracted-for study of all user fees collected by the Coast Guard. A copy of the analysis is in the docket for this rulemaking. We adapted a system that employs Activity-Based Costing (ABC), which assigns costs to the activities required to produce a product, rather than to categories of expenses. All the fees we developed were rounded down to the nearest whole dollar, to simplify collection and accounting, and to conform to 46 U.S.C. 2110(a)(3). We must now set these fees in accordance with the criteria specified in 31 U.S.C. 9701 and Revised Circular A-25 of the Office of Management and Budget (OMB), which establishes guidelines for Federal agencies to assess fees for their services.

Discussion of Comment and Changes

In addition to publishing an NPRM, during February 1999 we published notices in local Alaskan newspapers: the Juneau Empire, Anchorage Daily News, Ketchikan Daily News, and Fairbanks News-Miner. We received only one comment on this rulemaking, which supported the fee increase.

Changes to 33 CFR 173.85. The three-year fee for an original or transferred certificate of number will increase from \$6 to \$24. The fee to renew a certificate of number will increase from \$6 to \$16. The fee for a duplicate certificate of number will increase from \$1 to \$9. The fee for replacing a lost or destroyed Validation Sticker will increase from \$0.25 to \$9. We may now accept payment of fees by check, money order, or major credit card (MasterCard or Visa), or in cash.

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. The Office of Management and Budget (OMB) has not reviewed this rule under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Transportation (DOT) (44