October 22, 2025

PRTPO Members

Clallam County
Jefferson County
Kitsap County
Mason County
Bainbridge Island
Bremerton
Forks
Port Angeles
Port Orchard
Port Townsend
Poulsbo
Sequim
Shelton
Clallam Transit
Jefferson Transit
Kitsap Transit
Mason Transit
Port of Allyn
Port of Bremerton
Port of Port Angeles
Port of Shelton
WSDOT Olympic Region
Jamestown S'Klallam Tribe
Lower Elwha Klallam Tribe
Makah Nation
Skokomish Tribe
Squaxin Island Tribe

www.PRTPO.org

Honorable Patty Murray
154 Russell Senate Office Building
Washington, DC 20510

Honorable Maria Cantwell
511 Hart Senate Office Building
Washington, DC 20510

Honorable Emily Randall
1531 Longworth House Office Building
Washington, DC 20515

Dear Senator Murray, Senator Cantwell, and Representative Randall,

I am writing to you on behalf of the 27 governments that make up the Peninsula Regional Transportation Planning Organization (PRTPO). Our communities are preparing to host fans and events for the 2026 World Cup matches in Seattle next summer. We're working to make transportation as efficient as possible to accommodate the historic surge in visitors while also continuing to support our residents and businesses. We anticipate unprecedented levels of travel between the Olympic and Kitsap Peninsulas via the Hood Canal Bridge with correspondingly high demand for reliable transit and ferry access to and from Seattle.

We are writing to ask for your help, please. We ask that you request the Coast Guard to modify its rules for when the Hood Canal Bridge spans will open to allow large recreational sailboats to journey in or out of Hood Canal. This is necessary for our transit agencies, charter service providers, and others to make reliable travel plans during the World Cup. A Notice to Mariners establishing set times for sailboat passage at 10:00 am and 2:00 pm, plus any time between 11:00 pm and 5:00 am, would greatly increase predictability and travel time reliability during this period of profound strain on our rural highways and services.

Under the current rule, with limited exceptions during peak evening periods in the summer, the skipper of any large sailboat can request that WSDOT open the Hood Canal Bridge spans so it can pass through, stopping all vehicular traffic. This entire process takes an hour or more and creates back-ups felt from Bremerton to Port Angeles. The unpredictable nature of these drawbridge openings impacts transit, commerce, ferry riders, commuters, and tens of thousands of other travelers on SR 104 and SR 3. We expect recreational sailboat activity to be higher next summer as a result of the World Cup, too, with associated increases in requests for passage that exacerbate these congestion impacts and undermine our coordination efforts. We believe a workable compromise between recreational sailors and all other travelers exists, but that depends on the Coast Guard.

Coast Guard policies dictate when WSDOT will open the Hood Canal Bridge spans for recreational sailboat passage. We respectfully ask for your assistance in getting a temporary modification to current policies to better account for the historic travel demands we anticipate next summer, increasing predictability for highway travel and recreational marine travel alike. This will in no way

infringe upon existing policies governing passage of Navy or commercial vessels. We welcome the chance to talk with you and your aides about this request and are ready to offer whatever support you may need in presenting this to the Coast Guard for its consideration. Please contact me or our coordinator, Thera Black, for support. Our contact information is below.

It is an honor to be a part of the region that will host matches for the 2026 World Cup and a tremendous opportunity for our communities to tap into the economic stimulus this offers our state. A proactive and coordinated approach to managing known conflicts between recreational marine travel and highway travel will help ensure Seattle's World Cup events are remembered for the sport and not Hood Canal Bridge frustrations.

Thank you in advance for your consideration and assistance with this important matter.

Sincerely,



Lindsey Schromen-Wawrin, Chair
Peninsula Regional Transportation Planning Organization
City Councilmember, Port Angeles

Attachment:
33 CFR Part 117 – Docket No. USCG-2012-0074, "Drawbridge Operation Regulation; Hood Canal, WA"

cc: PRTPO Executive Board
Julie Meredith, WSDOT Secretary of Transportation
Steve Roark, WSDOT Olympic Region Administrator

23rd Legislative District Members
Senator Drew Hansen
Representative Tarra Simmons
Representative Greg Nance

24th Legislative District Members
Senator Mike Chapman
Representative Adam Bernbaum
Representative Steve Tharinger

26th Legislative District Members
Senator Deborah Krishnadasan
Representative Adison Richards
Representative Michelle Caldier

35th Legislative District Members
Senator Drew MacEwen
Representative Dan Griffey
Representative Travis Couture

Contact Information

Mr. Lindsey Schromen-Wawrin | LSWawrin@cityofpa.us | 360.406.4321
Ms. Thera Black | Thera@PeninsulaRTPO.org | 360.878.0353

TABLE 1 OF § 100.801—EIGHTH COAST GUARD DISTRICT TABLE OF ANNUAL MARINE EVENTS

Table No.	Sector Ohio Valley	Date	Event/sponsor	Sector Ohio Valley location	Regulated area
*	*	*	*	*	*
5	5	The second Sunday in August.	Mountaineer Triathlon/ Greater Morgantown Convention and Visitors Bureau.	Monongahela River, Morgantown, WV.	Monongahela River, mile marker 101.0 to 102.0, Morgantown, WV.

* * * * *

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

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

Authority: 33 U.S.C. 1231; 46 U.S.C. Chapter 701, 3306, 3703; 50 U.S.C. 191, 195; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

■ 4. Amend § 165.801 by revising in Table 1, the entry for Table No. 151 to read as follows:

§ 165.801 Annual Fireworks Displays and other events in the Eighth Coast Guard District requiring safety zones.

* * * * *

TABLE 1 OF § 165.801—EIGHTH COAST GUARD DISTRICT TABLE OF ANNUAL SAFETY ZONES

Table No.	Sector Mobile	Date	Sponsor/name	Sector Mobile location	Safety zone
*	*	*	*	*	*
151	10	Biannually occurring during odd numbered years; 2 Days; Mid-March to end of April.	Angels Over the Bay/ Keesler Air Force Base.	Back Bay Biloxi, Biloxi, MS.	Back Bay Biloxi, Bounded by the following coordinates: Eastern boundary; Latitude 30°25′47.6″ N, Longitude 088°54′13.6″ W, to Latitude 30°24′43″ N, Longitude 088°54′13.6″ W. Western Boundary; Latitude 30°25′25.6″ N, Longitude 088°56′9″ W, to Latitude 30°24′55″ N, Longitude 088°56′9″ W.

* * * * *

Dated: April 23, 2012.

Roy A. Nash,

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

[FR Doc. 2012–11809 Filed 5–15–12; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2012–0074]

RIN 1625–AA09

Drawbridge Operation Regulation; Hood Canal, WA

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is modifying the drawbridge operating regulation for the Hood Canal floating drawbridge near Port Gamble. This modification will relieve heavy rush hour road traffic on State Routes 3 and 104 by allowing the draw of the bridge to remain closed to maritime traffic during afternoon rush hours during summer months. This action will help alleviate heavy rush hour road traffic by reducing bridge openings, thereby reducing traffic queues and delays due to bridge openings.

DATES: This rule is effective May 22, 2012.

ADDRESSES: Comments and related materials received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG–2012–0074 and are available online by going to *http://www.regulations.gov,* inserting USCG–2012–0074 in the ''Keyword'' box, and then clicking ''Search.'' This material is also available for inspection or copying at the Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email the Bridge Administrator, Coast Guard Thirteenth District; telephone 206–220–7282 email *randall.d.overton@uscg.mil.* If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On March 1, 2012 we published a notice of proposed rulemaking (NPRM) entitled Drawbridge Operation Regulation; Hood Canal, WA in the **Federal Register** (77 FR 12514). We received 17 comments on the proposed

rule. No public meeting was requested, and none was held.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective in less than 30 days after publication in the **Federal Register** because due to the volume of traffic and congestion in the area around the bridge any further delay would not be in the best interest for public safety. The Coast Guard conducted a test deviation of the bridge operating schedule from May 27, 2011 through September 30, 2011 with comments received through November 30, 2011. The Coast Guard also published an NPRM, which referenced a May 22 start date. The comments received both from the test deviation and the NPRM were overwhelmingly in support of implementing this rule, with no comments opposing the modification.

Basis and Purpose

Senator Phil Rockefeller and Representative Christine Rolfes of the Washington State Legislature requested that the operating regulations of the Hood Canal Bridge be changed to provide some relief to road traffic on State Routes 3 and 104. Traffic queues south of the eastern end of the bridge can be in excess of 45 minutes during and after openings of the draw span. The stopped road traffic on this two-lane highway blocks access to intersecting streets along the queue. The current operating regulations for the bridge are found at 33 CFR 117.1045. Per existing operating regulations, the bridge shall open on signal if at least one hour notice is provided and the draw shall be opened horizontally for three hundred feet unless the maximum opening of 600 feet is requested. The current regulations remain in effect except for the establishment of the restricted period under this rule. Navigation on the waterway consists of commercial tugs with tows, recreational vessels of various sizes, commercial fishing vessels, and U.S. naval vessels with escort vessels including those of the U.S. Coast Guard. This new rule will not affect commercial tug and tow vessels nor will it affect U.S. Naval Vessels or vessels in service to the U.S. Navy or other pubic vessels of the United States because pursuant to this rule, the bridge is required to open for these types of vessels during the restricted period. The Coast Guard conducted a test deviation of the bridge operating schedule from May 27, 2011 through September 30, 2011 during which the bridge was not required to open from 3 p.m. to 6 p.m. except for U.S. Navy Vessels and vessels attending the missions of the U.S. Navy. This test deviation was published in the **Federal Register** under docket number USCG–2010–0314 and comments were received and evaluated during the comment period which ended November 30, 2011.

Comments received, during the test deviation were evaluated and incorporated into a proposed rule which was published in the **Federal Register** on March 1, 2012 under docket number USCG–2012–0074.

Discussion of Comments and Changes

The Coast Guard issued a Notice of Proposed Rulemaking (NPRM) under docket number USCG–2012–0074 and received comments through April 16, 2012. 17 comments were received. The comments received in response to the NPRM were overwhelmingly in favor of instituting this rule. Sixteen of the 17 comments supported the modification. Eight of 16 comments supporting the modification also proposed adding similar restrictions on bridge openings for morning commute hours. The Coast Guard reviewed the bridge opening logs and the vehicle traffic counts for the morning hours and found no definitive benefit of imposing a morning restriction on the drawbridge operation. One comment was received in opposition to the applicability of the rule. The opposing commenter stated that the restriction should be expanded to include naval and commercial vessels. The Coast Guard reviewed the bridge opening logs and found no significant benefit gained by expanding the restrictions to tug and tow vessels which are exempt from this rule. The Coast Guard will not expand the restrictions to vessels of the U.S. Navy or vessels attending the missions of the U.S. Navy because restricting movement of U.S. Navy vessels could compromise national security. This final rule is being issued with no changes from the proposed rule issued under docket USCG–2012–0074.

Regulatory Analyses

We developed this rule after considering numerous statutes and executive orders related to rulemaking. Below we summarize our analyses based on 13 of these statutes or executive orders.

Regulatory Planning and Review

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866, Regulatory Planning and Review, as supplemented by Executive Order 13563, Improving Regulation and Regulatory Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order or under section 1 of Executive Order 13563. The Office of Management and Budget has not reviewed it under that Order. We have reached this conclusion by the fact that commercial tow vessels and U.S. Naval Vessels are exempt from the restricted openings. Vessels that would be primarily affected are recreational vessels that are not able to pass through the fixed navigational channels of the bridge. Vessels affected by the restricted opening schedule will be able to plan their trips to avoid the restricted period. There are no changes to the regulatory text of this rule from the previously issued NPRM.

Impact on Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), we have considered whether this rule would have a significant economic impact on a substantial number of small entities. The term ''small entities'' comprises 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.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. This rule would primarily affect recreational sailboats which have mast heights that preclude them from passing under the fixed navigational openings in the bridge. Vessels which require an opening will be informed of the restricted closure period via the Coast Guard's Local Notice to Mariners which will allow them to plan trips to avoid this time frame.

Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In

particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of $100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This rule will not cause a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a ''significant energy action'' under that order because it is not a ''significant regulatory action'' under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01 and Commandant Instruction M16475.lD, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f), and have concluded that this action is one of a category of actions which do not individually or cumulatively have a significant effect on the human environment. This rule is categorically excluded, under figure 2–1, paragraph (32)(e), of the Instruction.

Under figure 2–1, paragraph (32)(e), of the Instruction, an environmental analysis checklist and a categorical exclusion determination are not required for this rule.

List of Subjects in 33 CFR Part 117

Bridges.

For the reasons discussed 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; 33 CFR 1.05–1; Department of Homeland Security Delegation No. 0170.1.

■ 2. Amend § 117.1045 by redesignating paragraphs (b) and (c) as paragraphs (c) and (d) respectively, and adding new paragraph (b) to read as follows:

§ 117.1045 Hood Canal.

* * * * *

(b) The draw of the Hood Canal Bridge, mile 5.0, need not open for vessel traffic from 3 p.m. to 6:15 p.m. daily from 3 p.m. May 22 to 6:16 p.m. September 30, except for commercial tug and tow vessels and vessels of the U.S. Navy or vessels attending the missions of the U.S. Navy and other public vessels of the United States. At all other times the bridge will operate in accordance with paragraph (a) of this section.

* * * * *

Dated: May 3, 2012.

A.T. Ewalt,

Captain, U.S. Coast Guard Commander, Thirteenth Coast Guard District Acting.

[FR Doc. 2012–11810 Filed 5–15–12; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG 2012–0229]

Safety Zone; Fourth of July Fireworks, City of Antioch, CA

AGENCY: Coast Guard, DHS.

ACTION: Notice of enforcement of regulation.

SUMMARY: The Coast Guard will enforce the safety zone for the City of Antioch Fourth of July Fireworks display in the Captain of the Port, San Francisco area of responsibility during the dates and times noted below. This action is necessary to protect life and property of the maritime public from the hazards associated with the fireworks display. During the enforcement period, unauthorized persons or vessels are prohibited from entering into, transiting through, or anchoring in the safety zone, unless authorized by the Patrol Commander (PATCOM).

DATES: The regulations in 33 CFR 165.1191 will be enforced from 8 a.m. on through 10 p.m. on July 4, 2012.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call or email Ensign William Hawn, Sector San Francisco Waterways Safety Division, U.S. Coast Guard; telephone 415–399–7442, email *D11-PF-MarineEvents@uscg.mil.*

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce a safety zone in navigable waters around and under the fireworks barge within a radius of 100 feet during the loading, transit, and arrival of the fireworks barge to the display location and until the start of the fireworks display. From 8 a.m. on until 8:45 p.m. on July 4, 2012 the