

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117****[Docket No. USCG–2025–1063]****RIN 1625–AA09****Drawbridge Operation Regulation; Cuyahoga River, Cleveland, OH****AGENCY:** Coast Guard, DHS.**ACTION:** Notice of inquiry, request for comments.

SUMMARY: The Coast Guard is seeking information and comments on a proposed change to the operating regulation for all movable bridges over the Cuyahoga River in Cleveland, OH. The Cuyahoga River Harbor Safety Committee raised concerns to the Coast Guard regarding the radio frequency of the movable bridges and its interference with distress calls on VHF–FM Marine Channel 16 on 156.800 Megahertz. Currently, the Coast Guard’s proposed solution to these issues would move the hailing channel for the bridges from VHF–FM Marine Channel 16 on 156.800 Megahertz to VHF–FM Marine Channel 9 on 156.450 Megahertz for all movable bridges over the Cuyahoga River. We invite your comments on this Notice of Inquiry.

DATES: Comments and related material must reach the Coast Guard on or before August 27, 2026.

ADDRESSES: You may submit comments identified by docket number USCG–2025–1063 at <https://www.regulations.gov>.

See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call or email Mr. Lee D. Soule, Bridge Management Specialist, Great Lakes Coast Guard District; telephone 216–902–6085, email Lee.D.Soule@uscg.mil.

SUPPLEMENTARY INFORMATION:**I. Table of Abbreviations**

CFR Code of Federal Regulations
 CRHSC Cuyahoga River Harbor Safety Committee
 DHS Department of Homeland Security
 FCC Federal Communications Commission
 FR Federal Register
 GBCA Greater Cleveland Boating Association
 IGLD85 International Great Lakes Datum of 1985

LWD Low Water Datum based on IGLD85
 MHz Megahertz or one million cycles per second
 NM Nautical Mile
 OMB Office of Management and Budget
 PAWSA Ports and Waterway Safety Assessment
 NPRM Notice of Proposed Rulemaking
 § Section
 U.S.C. United States Code
 VHF–FM Very High Frequency with Frequency Modulation

II. Background and Purpose

The Cuyahoga River is considered one of the major industrial centers in the Great Lakes and handles several commodities for domestic and international commerce, including steel, heavy machinery, dry and liquid bulk products, and salt. Thirteen movable and nine fixed bridges cross the Cuyahoga River. Heavy recreational traffic is concentrated in the Old River and on the Cuyahoga River up to mile 2.42 during the summer. Mariners in the CRHSC have raised concerns to the Great Lakes Coast Guard District regarding the availability of VHF–FM Marine Channel 16 (156.800 MHz) to vessels in distress and those trying to assist those vessels considering the frequent use of Channel 16 for bridge opening requests.

Thus, we are seeking comments on changing the watch frequency of the movable bridges over the Cuyahoga River from VHF–FM Marine Channel 16 to VHF–FM Marine Channel 9 (156.450 MHz), the commercial and non-commercial calling channel. Currently, we believe Channel 9 (156.450 MHz) is preferable to several other proposed VHF–FM Marine Channels. We also invite comments on the feasibility of the use of Channel 9 or other alternative channels for movable bridge calling.

All of the movable bridges over the Cuyahoga River have been confirmed to be properly licensed FCC Commercial Radio Stations authorized to operate on a limited number of VHF–FM Marine Channels. Channel 9 (156.450 MHz) is already a designated in 47 CFR part 80 as an alternative hailing frequency to channel 16 (156.800 MHz) and all the movable bridges over the Cuyahoga River can and are licensed to operate on Channel 9 without any modifications or costs to the respective owners of the bridges.

Furthermore, there would be no expense to most vessels. Most recreational vessels do not require an FCC License and most modern VHF–FM Marine radios designed for recreational vessels already have the capability of transmitting on VHF–FM Marine Channel 9 (156.450 MHz). Commercial vessels are required to maintain a guard

on VHF–FM Marine Channel 16 (156.800 MHz) while underway and typically have a second radio already installed or have a handheld radio available for use on VHF–FM Marine Channel 9 (156.450 MHz).

We intend that other than the frequency used to contact the movable bridges over the Cuyahoga River, all other regulations will remain in effect.

III. Information Requested

We request any and all stations within 80 miles of the Cuyahoga River that may be affected by the use of alternative radio channels to request bridge openings on the Cuyahoga River to report their concerns including their contact information and radio license identification.

IV. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

Submitting comments. We encourage you to submit comments at <https://www.regulations.gov>. To do so, go to <https://www.regulations.gov>, type USCG–2025–1063 in the search box and click “Search.” Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If your material cannot be submitted using <https://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

Viewing material in docket. To view documents mentioned in this notice as being available in the docket, find the docket as described in the previous paragraph, and then select “Supporting & Related Material” in the Document Type column. Public comments will also be placed in our online docket and can be viewed by following instructions on the <https://www.regulations.gov> Frequently Asked Questions web page. Also, if you go to the online docket and sign up for email alerts through the “Subscribe” option, you will be notified when comments/updates are posted, or a final rule is published.

Personal information. We accept anonymous comments. Comments we post to <https://www.regulations.gov> will include any personal information you

have provided. For more about privacy and submissions in response to this document, see DHS's eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

This document is issued under authority of 5 U.S.C. 552(a) and 33 U.S.C. 499.

R.E. Dash,

Rear Admiral, U.S. Coast Guard, Commander, Great Lakes District.

[FR Doc. 2026-15197 Filed 7-27-26; 8:45 am]

BILLING CODE 9110-04-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52 and 81

[EPA-R05-OAR-2022-0004; FRL-13415-01-R5]

Air Plan Approval; Michigan; Redesignation of the Detroit, MI Area to Attainment of the 2015 Ozone Standards

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) is proposing to approve a request from the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to redesignate the Detroit, Michigan area to attainment for the 2015 ozone National Ambient Air Quality Standards (NAAQS) because the request meets the statutory requirements for redesignation under the Clean Air Act (CAA). EGLE submitted this request on January 3, 2022, and submitted a supplement to this request on May 18, 2026. The EPA is also proposing to approve, as a revision to the Michigan State Implementation Plan (SIP), the State's updated maintenance plan for the 2015 ozone NAAQS through 2040 in the Detroit area, including motor vehicle emissions budgets for 2035 and 2040, for both volatile organic compound (VOC) and oxides of nitrogen (NO_x). The EPA is also initiating the adequacy process for these maintenance plan budgets. Additionally, the EPA is proposing to adjust the SIP submission and control measure implementation deadlines for certain Moderate requirements. Finally, the EPA is proposing to take final agency action on an exceptional events request submitted by EGLE on April 15, 2026, and concurred on by the EPA on June 4, 2026.

DATES: Comments must be received on or before August 27, 2026.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA-R05-OAR-2022-0004 at <https://www.regulations.gov>, or via email to arra.sarah@epa.gov. For comments submitted at *Regulations.gov*, follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from the docket. The EPA may publish any comment received to its public docket. Do not submit to the EPA's docket at <https://www.regulations.gov> any information you consider to be Confidential Business Information (CBI), Proprietary Business Information (PBI), or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.* on the web, cloud, or other file sharing system). For additional submission methods, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. For the full EPA public comment policy, information about CBI, PBI, or multimedia submissions, and general guidance on making effective comments, please visit <https://www.epa.gov/dockets/commenting-epa-dockets>.

FOR FURTHER INFORMATION CONTACT: Eric Svingen, Air and Radiation Division (AR-18J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, telephone number: (312) 353-4489, email address: svingen.eric@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document whenever "we," "us," or "our" is used, we mean the EPA. We use multiple acronyms and terms in this preamble. While this list may not be exhaustive, to ease the reading of this preamble and for reference purposes, the EPA defines the following terms and acronyms here:

AQS Air Quality System
CAA Clean Air Act
CBI Confidential Business Information
CERR Consolidated Emissions Reporting Rule
CTG Control Technology Guideline
DVs Design Values
EGLE Michigan Department of Environment, Great Lakes, and Energy
EPA Environmental Protection Agency
GHG Greenhouse Gas
I/M Inspection and Maintenance
NAAQS National Ambient Air Quality Standards
NO_x Oxides of Nitrogen

NSR New Source Review
PBI Proprietary Business Information
PM_{2.5} Fine Particulate Matter
ppm Parts per Million
PSD Prevention of Significant Deterioration
RACM Reasonably Available Control Measures
RACT Reasonably Available Control Technology
RFP Reasonable Further Progress
SEMCOG Southeast Michigan Council of Governments
SIP State Implementation Plan
VMT Vehicle Miles of Travel
VOC Volatile Organic Compound

Organization of this document. The information presented in this preamble is organized as follows:

- I. What is the EPA proposing?
- II. What is the background for these actions?
- III. What are the criteria for redesignation?
- IV. What is the EPA's analysis of Michigan's redesignation request?
 - A. Has the Detroit area attained the 2015 ozone NAAQS?
 1. Exceptional Events Demonstration
 2. Monitoring Data
 - B. Has Michigan met all applicable requirements of section 110 and part D of the CAA for the Detroit area, and does Michigan have a fully approved SIP for the area under section 110(k) of the CAA?
 1. Michigan Has Met All Applicable Requirements of Section 110 and Part D of the CAA Applicable to the Detroit Area for Purposes of Redesignation
 - a. Section 110 General Requirements for Implementation Plans
 - b. Part D Requirements
 - i. Section 172 Requirements
 - ii. Section 176 Conformity Requirements
 - iii. CAA Section 182(a), Section 182(b), and Section 182(f) Requirements
 2. The Detroit Area Has a Fully Approved SIP for Purposes of Redesignation Under Section 110(k) of the CAA
 - C. Are the air quality improvements in the Detroit area due to permanent and enforceable emission reductions?
 - D. Does Michigan have a fully approvable ozone maintenance plan for the Detroit area?
 1. Attainment Inventory
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- V. Has the State adopted approvable motor vehicle emission budgets?
 - A. Motor Vehicle Emission Budgets
 - B. What is a safety margin?
- VI. Adjustment of Certain SIP Submittal and Implementation Deadlines
 - A. Sixth Circuit Court of Appeals Decision in *Sierra Club v. EPA*
 - B. Proposed Adjustment of Certain SIP Submittal and Implementation Deadlines Associated With the Moderate Classification
- VII. Adjustment of Basic I/M Implementation Deadline
- VIII. What action is the EPA taking?
- IX. Statutory and Executive Order Reviews