

were permanently removed from the waterway in August 2026. The elimination of this drawbridge necessitates the removal of the drawbridge operation regulation, 33 CFR 117.261(d), that pertains to the former drawbridge.

The purpose of this rule is to remove the paragraph of 33 CFR 117.261 that refers to the A1A North Causeway bridge at mile 964.8, from the Code of Federal Regulations since it governs a drawbridge that is under demolition and will be removed from the waterway.

#### IV. Discussion of Final Rule

The Coast Guard is removing the regulation in 33 CFR 117.261 related to the draw operations for A1A North Causeway bridge since it is under demolition and no longer a drawbridge. The change removes the paragraph of the regulation governing the A1A North Causeway bridge since the bascule spans were permanently removed from the waterway. This Final Rule seeks to update the Code of Federal Regulations by removing language that governs the operation of the A1A North Causeway bridge, which is under demolition and no longer a drawbridge. This change does not affect waterway or land traffic. This change does not affect, nor does it alter the operating schedules in 33 CFR 117.261 that govern the remaining active drawbridges on the Atlantic Intracoastal Waterway.

#### V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive Orders.

##### A. Impact on Small Entities

The regulatory flexibility analysis provisions of the Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, do not apply to rules that are not subject to notice and comment. Because the Coast Guard has, for good cause, waived the notice and comment requirement that would otherwise apply to this rulemaking, the Regulatory Flexibility Act's flexibility analysis provisions do not apply here.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), if this rule will affect your small business, organization, or governmental jurisdiction and you have questions, contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments to the Small Business and Agriculture Regulatory Enforcement Ombudsman

and the Regional Small Business Regulatory Fairness Boards by calling 1–888–REG–FAIR (1–888–734–3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

##### B. 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).

##### C. Federalism and Indian Tribal Government

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, 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.

##### D. 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.

##### E. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning Policy COMDTINST 5090.1 (series) which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321 *et seq.*). The Coast Guard has determined that this action is one of a category of actions that do not individually or

cumulatively have a significant effect on the human environment. This rule promulgates the operating regulations or procedures for drawbridges and is categorically excluded from further review, under paragraph L49, of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1.

Neither a Record of Environmental Consideration nor a Memorandum for the Record are 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; and DHS Delegation No. 00170.1. Revision No. 01.4.

■ 2. Amend § 117.261 by removing and reserving paragraph (d).

Dated: August 31, 2026.

**Adam A. Chamie,**

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

[FR Doc. 2026–18364 Filed 9–8–26; 8:45 am]

**BILLING CODE 9110–04–P**

#### DEPARTMENT OF HOMELAND SECURITY

##### Coast Guard

##### 33 CFR Part 165

[Docket No. USCG–2026–0996]

**Safety Zone; Brandon Road Lock and Dam to Lake Michigan Including Des Plaines River, Chicago Sanitary and Ship Canal, Chicago River, and Calumet-Saganashkee Channel, Chicago, IL**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of enforcement of regulation.

**SUMMARY:** The Coast Guard will enforce a segment of the Safety Zone, Brandon Road Lock and Dam to Lake Michigan including Des Plaines River, Chicago Sanitary and Ship Canal, Chicago River, and Calumet-Saganashkee Channel Chicago, IL, on the Chicago River (South Branch) and Chicago Sanitary and Ship Canal for the Tough Cup XII Regatta on September 19, 2026. This action is intended to provide for the safety of life on navigable waterways during a crew regatta event. During the enforcement period listed below, entry into,

transiting, or anchoring within the safety zone is prohibited unless authorized by the Captain of the Port Lake Michigan or a designated representative.

**DATES:** The regulations in 33 CFR 165.930 will be enforced for the Chicago River (South Branch) regulated area in § 165.930(a)(3) and the Chicago Sanitary and Ship Canal regulated area in § 165.930(a)(2) from 7:00 a.m. through 2:00 p.m. on September 19, 2026.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notice of enforcement, call or email Lieutenant Kyle Goetz, Marine Safety Unit Chicago, U.S. Coast Guard; telephone 630-986-2155, email: [D09-SMB-MSUChicago-WWM@uscg.mil](mailto:D09-SMB-MSUChicago-WWM@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Coast Guard will enforce a safety zone regulation in 33 CFR 165.930 for a crew regatta event from 7:00 a.m. through 2:00 p.m. on September 19, 2026. The regulated area for this event is the Chicago River (South Branch) specified in § 165.930(a)(3) starting at Mile Marker 322 near the South Loomis Street Bridge, and the Chicago Sanitary and Ship Canal specified in § 165.930(a)(2) up to the South Pulaski Road Bridge at Mile Marker 318.

All vessels must obtain permission from the Captain of the Port (COTP) Lake Michigan, or designated on-scene representative to enter, move within, or exit this safety zone during the enforcement time listed in this notice of enforcement. Vessels and persons granted permission to enter the safety zone must obey all lawful orders or directions of the COTP Lake Michigan or designated representative. Upon being hailed by siren, radio, flashing light or other means, the operator of a vessel must proceed as directed.

In addition to this notification of enforcement in the **Federal Register**, the Coast Guard will provide the maritime community with notification of this enforcement period via Broadcast Notice to Mariners. The COTP Lake Michigan may be reached by contacting the Coast Guard Sector Lake Michigan Command Center at (833) 900-2247. An on-scene designated representative may be reached via VHF-FM Channel 16.

**R.N. Macon,**

*Captain, U.S. Coast Guard, Captain of the Port, Lake Michigan.*

[FR Doc. 2026-18369 Filed 9-8-26; 8:45 am]

**BILLING CODE 9110-04-P**

## **ENVIRONMENTAL PROTECTION AGENCY**

### **40 CFR Part 52**

[EPA-R02-OAR-2025-1047; FRL-13227-02-R2]

### **Air Plan Approval; New York; Interstate Transport Requirements for the 2010 SO<sub>2</sub> NAAQS**

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

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA or the Agency) is approving a State Implementation Plan (SIP) submitted by the State of New York for purpose of demonstrating that the State satisfies the interstate transport requirements, also known as the “good neighbor” provision of the Clean Air Act (CAA), for the 2010 1-hour sulfur dioxide (SO<sub>2</sub>) primary National Ambient Air Quality Standard (NAAQS). Under the good neighbor provision, each State’s implementation plan must contain adequate provisions prohibiting the interstate transport of air pollution in amounts that will either contribute significantly to nonattainment, or interfere with maintenance, of the NAAQS in any other State. This action is being taken in accordance with the requirements of the Clean Air Act.

**DATES:** This final rule is effective on October 9, 2026.

**ADDRESSES:** The EPA has established a docket for this action under Docket ID Number EPA-R02-OAR-2025-1047. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., Confidential Business Information (CBI), Proprietary Business Information (PBI), or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available electronically through <https://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** Stephanie Lin, Environmental Protection Agency, Air Programs Branch, Region 2, 290 Broadway, New York, New York 10007-1866, telephone number: (212) 637-3711, email address: [Lin.Stephanie@epa.gov](mailto:Lin.Stephanie@epa.gov).

**SUPPLEMENTARY INFORMATION:** Throughout this final rule, the use of “we,” “us,” or “our” is intended to refer to the EPA. We use multiple abbreviations and terms in this final

rule. While this list may not be exhaustive, for ease of reading and for reference purposes, the EPA defines the following terms and acronyms here: CAA, Clean Air Act; CBI, Confidential Business Information; CFR, Code of Federal Regulations; EPA, Environmental Protection Agency; FR, Federal Register; GHG, Greenhouse Gas; NAAQS, National Ambient Air Quality Standards; SIP, State Implementation Plan.

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### **I. Executive Summary**

#### **A. What action is the EPA taking?**

The EPA is approving the Prong 1 and Prong 2 portions of the infrastructure SIP submission submitted by the State of New York on October 3, 2013, addressing interstate transport for the 2010 1-hour SO<sub>2</sub> NAAQS. The EPA determines that emissions from New York will not contribute significantly to nonattainment in, or interfere with maintenance of, any other State with respect to the 2010 SO<sub>2</sub> NAAQS.

#### **B. What is the legal authority and what are the requirements?**

The EPA finds that New York’s SIP contains adequate provisions addressing the requirements of CAA section 110(a)(1) and (2), including CAA section 110(a)(2)(D)(i)(I), for the 2010 SO<sub>2</sub> NAAQS.

### **II. Background**

On April 10, 2026 (91 FR 18341), the EPA published a notice of proposed rulemaking that proposed to approve a State Implementation Plan (SIP) revision submitted by the State of New York on October 3, 2013, for purposes of addressing the requirements of CAA section 110(a)(1) and (2), including CAA section 110(a)(2)(D)(i)(I) for the 2010 SO<sub>2</sub> NAAQS. New York stated in its SIP submittal that the State has no nonattainment areas for SO<sub>2</sub>, which was corroborated by the air quality modeling and monitoring information available at the time of submittal.<sup>1</sup> New York also affirmed that it would continue to

<sup>1</sup> As discussed in the proposal to this action (91 FR 18341), a portion of the St. Lawrence County is now a NAA for the 2010 SO<sub>2</sub> NAAQS.