

vessels or boats signaling the draw to open.

(iv) The railroad does not meet any government or agency safety requirements.

(v) The railroad does not meet any government or agency cybersecurity requirements.

(vi) Railroad safety and security procedures or equipment to close or open the bridge fail.

(vii) Anytime the CSX bridge tender is evacuated from the train yard for any reason or cannot perform any bridge operator activities for any reason.

(4) If any of the above situations in paragraph (c)(3) of this section take place, CSX will immediately notify the Coast Guard Mobile Command Center to report the failure and that the draw has been placed and kept in the open-to-boat position.

(1) The draw may resume onsite opening and closing when a bridge operator arrives onsite and can safely operate the drawbridge and CSX notifies and receives approval from the Coast Guard.

(2) The draw may resume operating from the remote location when the situations listed in paragraph (c)(3) of this section have been corrected and CSX notifies and receives approval from the Coast Guard.

(5) CSX will immediately operate the bridge using an onsite bridge operator anytime at the direction of the District Commander.

(6) CSX shall maintain the working machinery of the drawbridge in good operating condition to be able to manually operate the bridge onsite.

■ 5. Add § 117.677 to read as follows:

§ 117.677 Bay St. Louis.

(a) The draw of the CSX swing bridge, mile 0.5, Bay St. Louis shall be remotely operated by a bridge tender located at the CSX train yard in Mobile, AL. The bridge shall be operated as follows.

(1) The draw will open on signal.

(2) Boats and vessels can contact the remote bridge tender at VHF-FM channel 13 or by the telephone number posted on the bridge.

(3) The draw will be immediately placed and left in the open-to-boat position if any of the below situations occur.

(i) If any combination of camera failures, thermal imaging capabilities or microwave sensor failures prevents the remote bridge tender from seeing upriver, downriver or beneath the bridge.

(ii) Any communications failures prevent the bridge tender from communicating with boats.

(iii) Weather prevents the remote bridge tender from visually identifying

vessels or boats signaling the draw to open.

(iv) The railroad does not meet any government or agency safety requirements.

(v) The railroad does not meet any government or agency cybersecurity requirements.

(vi) Railroad safety and security procedures or equipment to close or open the bridge fail.

(vii) Anytime the CSX bridge tender is evacuated from the train yard for any reason or cannot perform any bridge operator activities for any reason.

(b) If any of the above situations in paragraph (a)(3) of this section take place, CSX will immediately notify the Coast Guard Mobile Command Center to report the failure and that the draw has been placed and kept in the open-to-boat position.

(1) The draw may resume onsite opening and closing when a bridge operator arrives onsite and can safely operate the drawbridge and CSX notifies and receives approval from the Coast Guard.

(2) The draw may resume operating from the remote location when the situations listed in paragraph (a)(3) of this section have been corrected and CSX notifies and receives approval from the Coast Guard.

(c) CSX will immediately operate the bridge using an onsite bridge operator anytime at the direction of the District Commander.

(d) CSX shall maintain the working machinery of the drawbridge in good operating condition to be able to manually operate the bridge onsite.

■ 6. Add § 117.682 to read as follows:

§ 117.682 Pascagoula River.

(a) The draw of the CSX swing bridge, mile 1.5, Pascagoula shall be remotely operated by a bridge tender located at the CSX train yard in Mobile, AL. The bridge shall be operated as follows.

(1) The draw will open on signal.

(2) Boats and vessels can contact the remote bridge tender at VHF-FM channel 13 or by the telephone number posted on the bridge.

(3) The draw will be immediately placed and left in the open-to-boat position if any of the below situations occur.

(i) If any combination of camera failures, thermal imaging capabilities or microwave sensor failures prevents the remote bridge tender from seeing upriver, downriver or beneath the bridge.

(ii) Any communications failures prevent the bridge tender from communicating with boats.

(iii) Weather prevents the remote bridge tender from visually identifying

vessels or boats signaling the draw to open.

(iv) The railroad does not meet any government or agency safety requirements.

(v) The railroad does not meet any government or agency cybersecurity requirements.

(vi) Railroad safety and security procedures or equipment to close or open the bridge fail.

(vii) Anytime the CSX bridge tender is evacuated from the train yard for any reason or cannot perform any bridge operator activities for any reason.

(b) If any of the above situations in paragraph (a)(3) of this section take place, CSX will immediately notify the Coast Guard Mobile Command Center to report the failure and that the draw has been placed and kept in the open-to-boat position.

(1) The draw may resume onsite opening and closing when a bridge operator arrives onsite and can safely operate the drawbridge and CSX notifies and receives approval from the Coast Guard.

(2) The draw may resume operating from the remote location when the situations listed in paragraph (a)(3) of this section have been corrected and CSX notifies and receives approval from the Coast Guard.

(c) CSX will immediately operate the bridge using an onsite bridge operator anytime at the direction of the District Commander.

(d) CSX shall maintain the working machinery of the drawbridge in good operating condition to be able to manually operate the bridge onsite.

W.E. Watson,

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

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 62

[EPA-R03-OAR-2026-6205; FRL-13584-01-R3]

Approval and Promulgation of State Air Quality Plans for Designated Facilities and Pollutants; West Virginia; Negative Declarations for Existing Large Municipal Waste Combustors and Other Solid Waste Incinerators

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) is proposing to approve the negative declarations submitted by the West Virginia Department of Environmental Protection (WVDEP) on July 13, 2026. The negative declarations submitted by WVDEP certify that there are no existing large municipal waste combustors (LMWC) or other solid waste incinerators (OSWI) subject to sections 111(d) and 129 of the Clean Air Act (CAA) within the jurisdiction of West Virginia.

DATES: Written comments must be received on or before November 6, 2026.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA-R03-OAR-2026-6205 at *Regulations.gov*, or via email to *He.Yongtian@epa.gov*. For comments submitted at *Regulations.gov*, follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from *Regulations.gov*. For either manner of submission, EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be confidential business information (CBI) 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. 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 or multimedia submissions, and general guidance on making effective comments, please visit www.epa.gov/dockets/commenting-epa-dockets.

FOR FURTHER INFORMATION CONTACT: Krystal Stankunas, Permits Branch (3AD10), Air & Radiation Division, U.S. Environmental Protection Agency, Region III, 1600 John F Kennedy Boulevard, Philadelphia, Pennsylvania 19103. The telephone number is (215) 814-5271. Ms. Stankunas can also be reached via electronic mail at *Stankunas.Krystal@epa.gov*.

SUPPLEMENTARY INFORMATION:

I. Background

The CAA requires State regulatory agencies to implement emission guidelines and associated compliance times using a State plan developed under sections 111(d) and 129 of the

CAA. Section 111(d) of the CAA establishes standards of performance for certain existing sources. Air pollutants included under this section are those which have not already been established as air quality criteria pollutants via 42 United States Code (U.S.C.) 7408(a) or hazardous air pollutants via 42 U.S.C. 7412. Section 111(d)(1) of the CAA requires states to submit to the EPA for approval a plan that establishes standards of performance. The plan must provide that the State will implement and enforce the standards of performance.

Section 129 of the CAA requires emission guidelines to be promulgated for solid waste incineration units, including LMWC and OSWI. Section 129 of the CAA mandates that all plan requirements be at least as protective as the promulgated emission guidelines, including fixed final compliance dates, fixed compliance schedules, and title V permitting requirements for all affected sources. Section 129 of the CAA also requires the states to submit plans to the EPA within one year after promulgation of the emission guidelines and compliance times.

The EPA prescribes a Federal plan if a State does not submit a state-specific plan or the submitted plan is disapproved. If a State has no designated facilities for a standards of performance source category, it may submit a negative declaration in lieu of a State plan for that source category in accordance with 40 Code of Federal Regulations (CFR) 60.23(b), 60.23a(b) and 62.06.

II. Summary of Action and EPA Analysis

The Emissions Guidelines and Compliance Times for Large Municipal Waste Combustors That are Constructed on or Before September 20, 1994, as codified at 40 CFR part 60 subpart Cb (subpart Cb) apply to states with designated LMWCs. An LMWC is defined at 40 CFR 60.32b(a). The designated facilities to which the emission guidelines and compliance times apply are existing LMWC units for which construction was commenced on or before September 20, 1994.

The Emission Guidelines and Compliance Times for Other Solid Waste Incineration Units, as codified at 40 CFR part 60 subpart FFFF (subpart FFFF) apply to states with an existing OSWI as defined at 40 CFR 60.2992. OSWIs addressed by this subpart include those specified by the dates listed under 40 CFR 60.2992.

WVDEP submitted negative declarations to the EPA on July 13, 2026, certifying that there are no

existing large municipal waste combustors or other solid waste incinerators in its jurisdiction that are subject to the requirements of 40 CFR part 60, subpart Cb and subpart FFFF, respectively. For additional background information on WVDEP's negative declaration, see the documents that are available at *Regulations.gov*, Docket ID No. EPA-R03-OAR-2026-6205.

III. Proposed Action

The EPA is proposing to amend 40 CFR part 62 to reflect EPA's receipt of WVDEP's negative declarations for LMWC and OSWI. The negative declarations satisfy the requirements of 40 CFR 60.23(b), 60.23a(b), and 62.06, serving in lieu of a CAA section 111(d)/129 plan for existing large municipal waste combustors and other solid waste incinerators. The EPA is soliciting public comments on the issues discussed in this document. These comments will be considered before taking final action.

IV. Statutory and Executive Order Reviews

Under the CAA, the EPA has the authority to approve a 129/111(d) negative declaration in lieu of a State plan that complies with the provisions of the CAA and applicable Federal regulations. See 40 CFR 62.06. In reviewing 129/111(d) negative declaration letters, EPA's role is to approve State choices, provided that they meet the criteria of the CAA and of EPA's implementing regulations. Accordingly, this action merely notifies the public of the EPA's receipt of WVDEP's negative declarations for LMWC and OSWI and does not impose additional requirements. For that reason, the EPA concludes the following.

A. Executive Order 12866: Regulatory Planning and Review and Executive Order 13563: Improving Regulation and Regulatory Review

This action is not a significant regulatory action and was therefore not submitted to the Office of Management and Budget (OMB) for review.

B. Executive Order 14192: Unleashing Prosperity Through Deregulation

This action is not expected to be an Executive Order 14192 regulatory action because this action is not significant under Executive Order 12866.

C. Paperwork Reduction Act (PRA)

This action does not impose an information collection burden under the PRA (44 U.S.C. 3501 *et seq.*) because it

does not contain any information collection activities.

D. Regulatory Flexibility Act (RFA)

This action is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*).

E. Unfunded Mandates Reform Act (UMRA)

This action does not contain any unfunded mandate, as described in the Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) and does not significantly or uniquely affect small governments.

F. Executive Order 13132: Federalism

This action does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999) because it will not have substantial direct effects 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.

G. Executive Order 13045: Protection of Children From Environmental Health Risks and Safety Risks

Executive Order 13045 directs Federal agencies to include an evaluation of the health and safety effects of the planned regulation on children in Federal health and safety standards and explain why the regulation is preferable to potentially effective and reasonably feasible alternatives. This action is not subject to Executive Order 13045 because it is not a significant regulatory action under section 3(f)(1) of Executive Order 12866, and because the EPA does not believe the environmental health or safety risks addressed by this action present a disproportionate risk to children.

H. Executive Order 13211: Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution or Use

This action is not subject to Executive Order 13211, because it is not a significant regulatory action under Executive Order 12866.

I. National Technology Transfer and Advancement Act (NTTAA)

This rulemaking does not involve technical standards. This action is not subject to the requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the Clean Air Act.

J. Executive Order 13175: Consultation and Coordination With Indian Tribal Governments

This action does not have tribal implications as specified in Executive Order 13175. Thus, Executive Order 13175 does not apply to this action.

List of Subjects in 40 CFR Part 62

Environmental protection, Administrative practice and procedure, Air pollution control, Intergovernmental relations, Reporting and recordkeeping requirements, Waste treatment and disposal.

Amy Van Blarcom-Lackey,

Regional Administrator, Region III.

[FR Doc. 2026–20611 Filed 10–6–26; 8:45 am]

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