

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117**

[Docket No. USCG–2018–0085]

Drawbridge Operation Regulation; Anacostia River, Washington, DC**AGENCY:** Coast Guard, DHS.**ACTION:** Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the Frederick Douglass Memorial Bridge across the Anacostia River, mile 1.2, at Washington, DC. The deviation is necessary to accommodate the construction and replacement of the existing Frederick Douglass Memorial Bridge with a fixed bridge on an alignment 18 feet south of the existing bridge. The current Frederick Douglass Memorial Bridge will be removed in its entirety. This deviation allows the bridge to remain in the closed-to-navigation position during construction.

DATES: This deviation is effective from 6 a.m. on February 2, 2018, through 6 a.m. on August 1, 2018.

ADDRESSES: The docket for this deviation, [USCG–2018–0085], is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH”. Click on Open Docket Folder on the line associated with this deviation.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Marty Bridges, Bridge Administration Branch Fifth District, Coast Guard; telephone (757) 398–6422, email Martin.A.Bridges@uscg.mil.

SUPPLEMENTARY INFORMATION: The District of Columbia Department of Transportation, who owns and operates the Frederick Douglass Memorial Bridge, has requested a temporary deviation from the current operating regulation. This temporary deviation is necessary to facilitate the construction and replacement of the existing Frederick Douglass Memorial Bridge with a fixed bridge on an alignment 18 feet south of the existing bridge. The existing bridge is a swing span bridge, and has a vertical clearance in the closed-to-navigation position of 42 feet above mean high water.

The current operating schedule is set out in 33 CFR 117.253. Under this temporary deviation, the bridge will be maintained in the closed-to-navigation

position from 6 a.m. on February 2, 2018, through 6 a.m. on August 1, 2018. The Anacostia River is used by a variety of vessels including small commercial vessels and recreational vessels. The Coast Guard has carefully coordinated the restrictions with waterway users in publishing this temporary deviation.

Vessels able to pass through the bridge in the closed position may do so at anytime. The bridge will not be able to open for emergencies and there is no immediate alternate route for vessels unable to pass through the bridge in the closed position. The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notice to Mariners of the change in operating schedule for the bridge so that vessels can arrange their transits to minimize any impacts caused by this temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: January 30, 2018.

Hal R. Pitts,*Bridge Program Manager, Fifth Coast Guard District.*

[FR Doc. 2018–02082 Filed 2–1–18; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52**

[EPA–R05–OAR–2015–0824; FRL–9973–59–Region 5]

Air Plan Approval; Ohio; Infrastructure SIP Requirements for the 2012 PM_{2.5} NAAQS; Multistate Transport**AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving elements of the State Implementation Plan (SIP) submission from Ohio regarding the infrastructure requirements of section 110 of the Clean Air Act for the 2012 annual fine particulate matter (PM_{2.5}) National Ambient Air Quality Standard (NAAQS). The infrastructure requirements are designed to ensure that the structural components of each state’s air quality management program are adequate to meet the state’s responsibilities under the CAA. This action pertains specifically to infrastructure requirements concerning interstate transport provisions.

DATES: This final rule is effective on March 5, 2018.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA–R05–OAR–2015–0824. All documents in the docket are listed on the www.regulations.gov website. Although listed in the index, some information is not publicly available, *i.e.*, Confidential Business Information (CBI) 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 either through www.regulations.gov or at the Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois 60604. This facility is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding Federal holidays. We recommend that you telephone Anthony Maietta, Environmental Protection Specialist, at (312) 353–8777 before visiting the Region 5 office.

FOR FURTHER INFORMATION CONTACT:

Anthony Maietta, Environmental Protection Specialist, Control Strategies Section, Air Programs Branch (AR–18)), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 353–8777, maietta.anthony@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this document whenever “we,” “us,” or “our” is used, we mean EPA. This supplementary information section is arranged as follows:

- I. What is being addressed by this document?
- II. What comments did we receive on the proposed action?
- III. What action is EPA taking?
- IV. Statutory and Executive Order Reviews

I. What is being addressed by this document?

On December 4, 2015, the Ohio Environmental Protection Agency (OEPA) submitted a request for EPA to approve its infrastructure SIP for the 2012 annual PM_{2.5} NAAQS. On December 7, 2017, EPA proposed to approve the portion of the submission dealing with requirements one and two (otherwise known as “prongs” one and two) of the provision for interstate pollution transport under Clean Air Act section 110(a)(2)(D)(i), also known as the “good neighbor” provision.

The December 4, 2015 OEPA submittal included a demonstration that Ohio’s SIP contains sufficient major programs related to the interstate transport of pollution, and demonstrates