

the address where a patient may submit a waiver request.

(3) *Response to a request for waiver.* Unless additional time is needed (e.g., to verify a patient's documentation), the DoD shall generally make a decision on the request within 90 days. The DoD will provide a response in writing to the patient, as well as a copy of the medical invoice reflecting the balance due. Waivers that are approved under 10 U.S.C. 1079b(b) will require reporting to the IRS and issuance of an IRS Form 1099-C when required by 26 U.S.C. 6050P.

(p) *Debts transferred to Treasury that are subsequently processed through insurance.* In any instance where a debt is transferred to Treasury and a lower balance is assigned to a Treasury-managed debt due to a claim being subsequently processed through insurance, the DoD shall recall the debt back to the DoD for management actions and notify Treasury to delete the debt from its systems and reverse any adverse reporting that occurred against the debt.

(q) *Delinquent Accounts.* Delinquent accounts will be processed in accordance with the Debt Collection Improvement Act of 1996 and its implementing regulation 31 CFR parts 900–904 (Federal Claims Collection Standards).

(r) *Applications for MHS MPWP Received for Delinquent Accounts Transferred to the Department of the Treasury.* Individuals may still submit an application for the MHS MPWP after their account has been transferred to the Cross-Servicing Program (“Cross-Servicing”) of the Department of the Treasury, Bureau of the Fiscal Service; however, any reductions to the medical invoice from the MPWP may be subject to interest, penalties, and costs. When patients apply to the MHS MPWP after their accounts were transferred to Cross-Servicing, their debts will remain at Cross-Servicing unless and until the DoD determines that they are eligible for a reduction under the MHS MPWP. The DoD may recall the debt from Cross-Servicing after it determines that the debt is eligible for a reduction under the MHS MPWP. Patients may request reconsideration for the MHS MPWP when their financial circumstances appear to have significantly changed.

(s) *Reporting to IRS and Furnishing of IRS Forms 1099-C (Cancellation of Debt).* The DoD will report to IRS, and furnish to patients, IRS Forms 1099-C for all 10 U.S.C. 1079b(b) waivers issued during the previous calendar year where required by 26 U.S.C. 6050P. IRS reporting will not be done for portions of a bill which have been adjusted

downwards due to insurance processing, or by assignment of a sliding fee/catastrophic fee waiver to the debt under 10 U.S.C. 1079b(c)(2) or (3). The IRS Forms 1099-C will reflect amounts waived under the DHA Director's discretionary authority.

(t) *Refunds not permitted for amounts previously paid.* Except for circumstances specified in paragraphs (p) and (u)(3) of this section, financial relief under the MHS MPWP may only be granted for amounts still due by the patient; an application for financial relief cannot be used to obtain a refund for any amounts previously paid.

(u) *Claims involving tortfeasors and third-party payers.* No discount or waiver of fees under 10 U.S.C. 1079b shall be interpreted to be applicable to tortfeasors under the FMCRA, 42 U.S.C. 2651, or third-party payers under 10 U.S.C. 1095.

(1) For patients who indicate that their injury/disease was caused by a third party, DoD MTFs will follow procedures established under the Medical Affirmative Claims program.

(2) Patients who have a remaining balance after insurance remittances or recoveries from third-party tortfeasors may apply for relief of any remaining medical debt.

(3) Payments toward the medical debt that were made by the patient prior to settlement of the claim with the tortfeasor will be offset against any balances owed by the patient or may be refunded to the patient if no balance is owed.

Dated: February 4, 2026.

**Aaron T. Siegel,**

*Alternate OSD Federal Register Liaison Officer, Department of Defense.*

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG-2025-0070]

### Drawbridge Operation Regulation; San Bernard River, Brazoria County, Texas

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from regulations; request for comments.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating regulation that governs the Union Pacific Railroad (UPRR) drawbridge that crosses the San Bernard River, mile

20.7, near Brazoria, TX. UPRR is requesting to remotely operate the drawbridge from their train dispatch center located in Spring, TX. This deviation will test a change to the drawbridge operation schedule to determine whether a permanent change to the schedule is needed. The Coast Guard is seeking comments from the public regarding this deviation.

**DATES:** This deviation is effective from February 6, 2026 through April 7, 2026.

Comments and related material must reach the Coast Guard on or before April 7, 2026.

**ADDRESSES:** You may submit comments identified by docket number USCG-2025-0070 using Federal Decision Making Portal 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 test deviation, call or email Douglas Blakemore, Bridge Management Branch Chief, Coast Guard Heartland District at [Douglas.A.Blakemore@uscg.mil](mailto:Douglas.A.Blakemore@uscg.mil), 504-671-2127.

### SUPPLEMENTARY INFORMATION:

#### I. Background, Purpose and Legal Basis

The Union Pacific Railroad vertical lift drawbridge crosses the San Bernard River, mile 20.7, near Brazoria, TX. The bridge is currently operated by a bridge tender at the site of the drawbridge and opens on signal; except that, from 10 a.m. to 2 p.m. and 10 p.m. to 2 a.m., the draw opens on signal if at least three hours-notice is given. This bridge at mean high water has a vertical clearance of 22 feet in the closed to boat position, a vertical clearance of 56 feet in the open to boat position and a 52 foot horizontal clearance. The bridge operates according to 33 CFR 117.984. The San Bernard River is used primarily by small recreational and fishing boats. Boats can and do pass beneath the bridge when the draw is in the closed to vessel position, and it currently opens about 1 time per day.

UPRR has requested to operate this drawbridge from their railroad dispatch center located in Spring, TX. UPRR has installed a remote operation system at the bridge and at the remote control center in Spring, TX. Eight cameras have been installed at the bridge; one per tower at each corner of the bridge approaches as well as 4 cameras that look under the bridge as well as up and down stream. The cameras are equipped with thermal imaging to assist with

visibility during inclement weather. There are two sets of microwave type send-receive sensors that are installed to detect vessels under the bridge. The microwave boat detections sensors are connected to the UPRR signal system with input provided from the signal system to the bridge control system. The remote control station monitors the cameras, microwave system and communicates to boats with VHF radio and telephone.

During this test, the bridge will be operated by a bridge tender located in the UPRR Train Dispatch Center. A bridge tender will also be stationed at the bridge site to open and close the bridge if needed.

Boats and vessels will contact the remote bridge operator to open the draw on VHF-FM channel 9 or at the phone number posted on the bridge.

The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessel operators can arrange their transits to minimize any impact caused by the 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.

## II. 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 through the Federal Decision Making Portal at <https://www.regulations.gov>. To do so, go to <https://www.regulations.gov>, type USCG-2025-0070 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.

*View material in the docket.* To view documents mentioned in this deviation

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, you will be notified when comments are posted, or a final rule is published of any posting or updates to the docket.

We review all comments received, but we will only post comments that address the topic of this deviation. We may choose not to post off-topic, inappropriate, or duplicate comments that we receive.

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).

Dated, January 30, 2026.

**Douglas A. Blakemore,**  
U.S. Coast Guard, Bridge Administration  
Branch Chief Coast Guard Heartland District.  
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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG-2025-0309]

#### Drawbridge Operation Regulation; Old Brazos River, Brazoria County, Texas

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from regulations; request for comments.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating regulation that governs the Union Pacific Railroad (UPRR) drawbridge that crosses the Old Brazos River, mile 5.3, near Brazoria, TX. UPRR is requesting to remotely operate the drawbridge from their train yard located in Freeport, TX. This deviation will test a change to the drawbridge operation schedule to determine whether a permanent change to the schedule is needed. The Coast Guard is seeking comments from the public regarding this deviation.

**DATES:** This deviation is effective from February 6, 2026 through April 7, 2026.

Comments and related material must reach the Coast Guard on or before April 7, 2026.

**ADDRESSES:** You may submit comments identified by docket number USCG-2025-0309 using Federal Decision Making Portal 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 test deviation, call or email Douglas Blakemore, Bridge Management Branch Chief, Coast Guard Heartland District at [Douglas.A.Blakemore@uscg.mil](mailto:Douglas.A.Blakemore@uscg.mil), 504-671-2127.

## SUPPLEMENTARY INFORMATION:

### I. Background, Purpose and Legal Basis

The Union Pacific Railroad vertical lift drawbridge crosses the Old Brazos River, mile 5.3, near Freeport, TX. The bridge is maintained in the open-to-boat position and is lowered to allow trains to pass. This bridge at mean high water has a vertical clearance of 10 feet in the closed to boat position, a vertical clearance of 71 feet in the open to boat position and a 228 foot horizontal clearance. The bridge operates according to 33 CFR 117.975. The Old Brazos River is used primarily by small recreational. The bridge lowers about 12 times per day to allow trains to pass.

UPRR has requested to operate this drawbridge from their railroad yard located next to the bridge. UPRR has installed a remote operation system at the bridge and at the railroad yard. Six cameras have been installed at the bridge; one per tower at each corner of the bridge that can be moved to look upriver, downriver and beneath the bridge and 2 cameras that look at the east and west rail tracks. The cameras are equipped with thermal imaging to assist with visibility during inclement weather. There are two sets of sensors that are installed to detect vessels under the bridge: 1 microwave sensor and 1 light detecting and ranging sensor. The remote control station monitors the cameras, sensor systems and communicates to boats with VHF radio and telephone.

During this test, the bridge will be operated by a bridge tender located in the UPRR Train Dispatch Center. A bridge tender will also be stationed at the bridge site to open and close the bridge if needed.

Boats and vessels will contact the remote bridge operator to open the draw