

PART 926—MONTANAAuthority: 30 U.S.C. 1201 *et seq.***§ 926.15 Approval of Montana regulatory program amendments.**

■ 1. The authority citation for part 926 continues to read as follows:

■ 2. Amend § 926.15 by adding an entry for “May 6, 2025” at the end of the table to read as follows:

* * * * *

Original amendment submission date	Date of final publication	Citation/description
May 6, 2025	July 15, 2026	Mont. Code Ann., 82–4–232 <i>Area mining required—bond—alternative plan—Predictive modeling—Approved.</i>

[FR Doc. 2026–14245 Filed 7–14–26; 8:45 am]

BILLING CODE 4310–05–P

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 165**

[Docket Number USCG–2026–0939]

RIN 1625–AA00

Safety Zone; Cuyahoga River, Cleveland, OH

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters on the Cuyahoga River. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with a large paddling regatta marine event on July 18, 2026. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Eastern Great Lakes, or their designated representative.

DATES: This rule is effective from 8:15 a.m. through 11:15 p.m. on July 18, 2026.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2026–0939.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact MST1 Andrew Nevenner, Waterways Management Division, MSU Cleveland, U.S. Coast Guard; telephone 216–701–5989, email Andrew.J.Nevenner@uscg.mil.

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

CFR Code of Federal Regulations
COTP Captain of the Port
DHS Department of Homeland Security
FR Federal Register

NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background and Authority

The Coast Guard received notification that a paddling regatta will be held on the Cuyahoga River near Cleveland, OH. The Captain of the Port (COTP) Sector Eastern Great Lakes has determined that potential hazards associated with the paddling event include the possibility that participants transiting within approaches to local public and private boat facilities might collide with or otherwise interfere with boaters near those facilities and commercial vessels transiting the navigation channel. The purpose of this rulemaking is to protect event participants, non-participants, and transiting vessels before, during, and after the scheduled event. Therefore, the COTP is issuing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone.

Because of these potential hazards, the Coast Guard is issuing this rule without prior notice and comment. As is authorized by 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable. We must establish this safety zone by July 18, 2026, to protect personnel, vessels, and the marine environment. Therefore, we do not have enough time to solicit and respond to comments.

For the same reason, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

III. Discussion of the Rule

This rule establishes a safety zone on July 18, 2026. The safety zone will cover all navigable waters of the Cuyahoga River beginning at Point 1 at 41°29′54.1″ N, 81°42′17″ W, to the turnaround at Point 2 at 41°27′53.7″ N, 81°40′32.6″ W. The safety zone will be in effect from

8:15 a.m. through 11:15 a.m. on July 18, 2026. Vessels and persons will not be allowed to enter the zone during this time, unless authorized by the Captain of the Port.

IV. 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 will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

C. Federalism and Indian Tribal Governments

We have analyzed this rule under Executive Order 13132, Federalism, and

have determined that it is consistent with the fundamental federalism principles and preemption requirements described in that Order.

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

As required by The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538), the Coast Guard certifies that this rule will not result in an annual expenditure of \$100,000,000 or more (adjusted for inflation) by a State, local, or tribal government, in the aggregate, or by the private sector.

E. Environment

We have analyzed this rule under Department of Homeland Security Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*), and have 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 is a safety zone. It is categorically excluded from further review under paragraph L60(a) of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. A Record of Environmental Consideration supporting this determination is available in the docket.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

■ 1. The authority citation for part 165 continues to read as follows:

Authority: 46 U.S.C. 70034, 70051, 70124; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; DHS Delegation No. 00170.1, Revision No. 01.4.

■ 2. Add § 165.T09–0939 to read as follows:

§ 165.T09–0939 Safety Zone; Cuyahoga River, Cleveland, OH.

(a) *Location.* The following area is a safety zone: All navigable waters of the Cuyahoga River, from surface to bottom, beginning at 41°29′54.1″ N, 81°42′17″ W, and continuing to the turnaround point at 41°27′53.7″ N, 81°40′32.6″ W. These coordinates are based on the World Geodetic System (WGS 84).

(b) *Definitions.* As used in this section, *designated representative* means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel and a Federal, State, and local officer designated by or assisting the Captain of the Port Sector Eastern Great Lakes (COTP) in the enforcement of the safety zone.

(c) *Regulations.* (1) Under the general safety zone regulations in subpart C of this part, you may not enter the safety zone described in paragraph (a) of this section unless authorized by the COTP or the COTP's designated representative.

(2) To seek permission to enter, contact the COTP or the COTP's representative on VHF–FM channel 16 or by telephone at (216) 701–5989. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative.

(d) *Enforcement period.* This section will be enforced from 8:15 a.m. to 11:15 p.m. on July 18, 2026.

Matthew J. Walter,

Captain, U.S. Coast Guard, Captain of the Port Sector Eastern Great Lakes.

[FR Doc. 2026–14224 Filed 7–14–26; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–0276]

RIN 1625–AA00

Safety Zones; Recurring Events in Captain of the Port Duluth Zone

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Final rule.

SUMMARY: The Coast Guard is revising existing regulations for recurring safety zones in the Captain of the Port Duluth Zone. These changes will allow for

limited geographic flexibility in the location of recurring safety zones for certain annual marine events. This rulemaking is intended to permit the Captain of the Port Marine Safety Unit Duluth to provide notification of enforcement of recurring safety zones in the vicinity of published coordinates, rather than requiring enforcement at a fixed point. The safety zones are needed to protect personnel, vessels, and the marine environment from potential hazards associated with these events.

DATES: This rule is effective August 14, 2026.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2026–0276.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact LT Zachary Fedak, Marine Safety Unit Duluth, U.S. Coast Guard; telephone 206–815–7117 (option 6), or email Zachary.A.Fedak@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
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II. Background and Authority

Each year, the Coast Guard establishes recurring safety zones for annual marine events in the Captain of the Port Duluth Zone to protect participants, spectators, vessels, and the marine environment from hazards such as accidental discharge of fireworks, dangerous projectiles, and falling hot embers or other debris. Historically, these safety zones have been defined by fixed geographic coordinates in Table 1 to § 165.943. However, event organizers sometimes need to shift the location of an event slightly due to operational, environmental, or logistical factors. The current regulation does not allow for such flexibility, requiring a separate rulemaking for any change in coordinates. Therefore, the COTP is proposing this rule under the authority in 46 U.S.C. 70034, which is needed to allow for limited geographic flexibility in the enforcement of safety zones for recurring events, thereby improving efficiency and safety. The regulatory text we are proposing appears at the end of this document.

III. Discussion of Comments and the Rule

During the comment period that ended on July 2, 2026, we received one