

**DATES:** The deviation is effective from 6 a.m. on April 10, 2017, through 7 p.m. on April 15, 2017.

**ADDRESSES:** The docket for this deviation, [USCG–2017–0225] 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. Martin Bridges, Bridge Administration Branch Fifth District, Coast Guard, telephone 757–398–6422, email [Martin.A.Bridges@uscg.mil](mailto:Martin.A.Bridges@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Maryland Transportation Authority, who owns and operates the I695 Bridge across Curtis Creek, mile 1.0, at Baltimore, MD, has requested a temporary deviation from the current operating regulation set out in 33 CFR 117.557, to remove, repair, and replace the inner loop locking bar and couplings.

Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 6 a.m. April 10, 2017, to 7 p.m. on April 15, 2017. The drawbridge has two spans, each with double-leaf bascule draws, and both spans have a vertical clearance in the closed-to-navigation position of 58 feet above mean high water.

The I695 Bridge is used by Military vessels, recreational vessels, tug and barge traffic, fishing vessels, and small commercial vessels. The Coast Guard has carefully considered the nature and volume of vessel traffic on the waterway in publishing this temporary deviation.

Vessels able to pass through the bridge in the closed position may do so at anytime. The bridge spans will not be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. The Coast Guard will also inform the users of the waterway through our Local Notice 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.

Dated: March 22, 2017.

**Hal R. Pitts,**

*Bridge Program Manager, Fifth Coast Guard District.*

[FR Doc. 2017–06019 Filed 3–24–17; 8:45 am]

**BILLING CODE 9110–04–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG–2017–0228]

#### Drawbridge Operation Regulation; Brielle Draw Bridge, Manasquan River, Point Pleasant, NJ

**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 New Jersey Coast Line’s Brielle Viaduct across the Manasquan River, mile 0.9, at Point Pleasant, NJ. The deviation is necessary to facilitate maintenance and inspection of the rail road tracks. This deviation allows the bridge to remain in the closed-to-navigation position.

**DATES:** This deviation is effective from 2 a.m. on April 1, 2017, through 7 p.m. on April 9, 2017.

**ADDRESSES:** The docket for this deviation, [USCG–2017–0228] 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. Mickey Sanders, Bridge Administration Branch Fifth District, Coast Guard; telephone (757) 398–6587, email [Mickey.D.Sanders2@uscg.mil](mailto:Mickey.D.Sanders2@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The New Jersey Transit, owner and operator of the New Jersey Coast Line’s Brielle Viaduct across the Manasquan River, mile 0.9, at Point Pleasant, NJ, has requested a temporary deviation from the current operating schedule to accommodate a routine maintenance and inspection of the rail road tracks. The bridge has a vertical clearance of 3 feet above mean high water (MHW) in the closed position.

The current operating schedule is set out in 33 CFR 117.5. Under this temporary deviation, the bridge will be maintained in the closed-to-navigation position from 2 a.m. until 7 p.m. from

April 1, 2017, through April 9, 2017. During the closure periods, the bridge will open on signal if at least 15 minutes notice is given. The bridge will open on signal at all other times.

The Manasquan River is used by a variety of vessels including small commercial vessels, recreational vessels and tug and barge traffic. The Coast Guard has carefully considered the nature and volume of vessel traffic on the waterway in publishing this temporary deviation.

Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will be able to open for emergencies. The Coast Guard will also inform the users of the waterway through our Local and Broadcast Notice 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 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 this effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: March 22, 2017.

**Hal R. Pitts,**

*Bridge Program Manager, Fifth Coast Guard District.*

[FR Doc. 2017–06014 Filed 3–24–17; 8:45 am]

**BILLING CODE 9110–04–P**

## POSTAL SERVICE

### 39 CFR Part 265

#### Production or Disclosure of Material or Information; Technical Correction

**AGENCY:** Postal Service™.

**ACTION:** Final rule; technical correction.

**SUMMARY:** The Postal Service is making a technical correction to its regulations concerning the Freedom of Information Act.

**DATES:** *Effective* March 27, 2017.

**FOR FURTHER INFORMATION CONTACT:** Natalie A. Bonanno, Chief Counsel, Federal Compliance, [natalie.a.bonanno@usps.gov](mailto:natalie.a.bonanno@usps.gov), 202–268–2944.

**SUPPLEMENTARY INFORMATION:** On November 30, 2016 (81 FR 86270), the Postal Service published its revised Freedom of Information Act (FOIA) regulations to comply with the FOIA Improvement Act of 2016 (FOIAIA), effective December 27, 2016. In response to public comments, the Postal

Service published an additional change to these regulations on January 10, 2017 (82 FR 2896). After further review, the Postal Service published miscellaneous technical corrections to its regulations on March 8, 2017 (82 FR 12921). The Postal Service is now making a further technical correction to these regulations.

Currently, in defining what records are excluded from the requirements of the FOIA, and thus should not be considered responsive to a request for disclosure, § 265.4(a) cites both 5 U.S.C. 552(c) and 39 U.S.C. 410(c). This citation is in error, because section 410(c) is an exempting statute, not an exclusionary one. This amendment corrects that error.

#### List of Subjects in 39 CFR Part 265

Administrative practice and procedure, Courts, Freedom of information, Government employees.

For the reasons stated in the preamble, the Postal Service amends 39 CFR part 265 as follows:

#### PART 265—[AMENDED]

■ 1. The authority citation for 39 CFR part 265 continues to read as follows:

**Authority:** 5 U.S.C. 552; 5 U.S.C. App. 3; 39 U.S.C. 401, 403, 410, 1001, 2601; Pub. L. 114–185.

#### § 265.4 [Amended]

■ 2. In § 265.4(a), remove the words “or 39 U.S.C. 410(c)” from the final sentence.

**Stanley F. Mires,**

*Attorney, Federal Compliance.*

[FR Doc. 2017–05916 Filed 3–24–17; 8:45 am]

**BILLING CODE 7710–12–P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA–R09–OAR–2016–0292; FRL–9958–79–Region 9]

#### Approval and Revision of Air Plans; Arizona; Regional Haze State and Federal Implementation Plans; Reconsideration

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

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is taking final action to approve a source-specific revision to the Arizona state implementation plan that addresses the best available retrofit technology requirements for the Cholla Power Plant (Cholla). The EPA finds

that the state implementation plan revision fulfills the requirements of the Clean Air Act and the EPA’s Regional Haze Rule. In conjunction with this final approval, the EPA is taking final action to withdraw the federal implementation plan provisions applicable to Cholla. This also constitutes our action to address petitions for reconsideration granted by the EPA related to Cholla.

**DATES:** This rule is effective on April 26, 2017.

**ADDRESSES:** The EPA has established a docket for this action, identified by Docket ID Number EPA–R09–OAR–2016–0292. The index to the docket is available electronically at <http://www.regulations.gov> or in hard copy at the EPA Region IX office, 75 Hawthorne Street, San Francisco, California. While all documents in the docket are listed in the index, some information may be publicly available only at the hard copy location (e.g., copyrighted material), and some may not be publicly available in either location (e.g., confidential business information). To inspect the hard copy materials, please schedule an appointment during normal business hours with the contact listed below.

#### FOR FURTHER INFORMATION CONTACT:

Anita Lee, (415) 972–3958, or by email at [lee.anita@epa.gov](mailto:lee.anita@epa.gov).

#### SUPPLEMENTARY INFORMATION:

Throughout this document whenever “we,” “us,” or “our” is used, we mean the EPA.

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#### I. Background

On July 19, 2016, the EPA proposed to approve the source-specific regional haze state implementation plan (SIP) revision for the Cholla Power Plant (“Cholla SIP Revision”) submitted to the EPA by the Arizona Department of Environmental Quality (ADEQ).<sup>1</sup> The EPA concurrently proposed to withdraw federal implementation plan (FIP) provisions applicable to Cholla and proposed that the FIP withdrawal would

constitute the EPA’s action on petitions for reconsideration of the FIP.

This section provides a brief overview of the statutory and regulatory background for this action. Please refer to the proposed rule for additional discussion of the visibility protection provisions of the Clean Air Act (CAA or “Act”) and the Regional Haze Rule (RHR), and the EPA’s evaluation of the regional haze SIP revision for Cholla.<sup>2</sup>

In section 169A of the 1977 Amendments to the CAA, Congress created a program to protect visibility in the nation’s national parks and wilderness areas. This section of the CAA established as a national goal the “prevention of any future, and the remedying of any existing, impairment of visibility in mandatory Class I Federal areas which impairment results from manmade air pollution,” and directed states to evaluate the best available retrofit technology (BART) to address visibility impairment from certain categories of major stationary sources built between 1962 and 1977 (known as “BART-eligible” sources).<sup>3</sup> In the 1990 CAA Amendments, Congress amended the visibility provisions of the CAA to focus attention on the problem of regional haze, *i.e.*, visibility impairment produced by a multitude of sources and activities located across a broad geographic area.<sup>4</sup>

In 1999, the EPA promulgated the RHR that required states to, among other things, conduct an analysis to determine BART for each BART-eligible source that may be anticipated to cause or contribute to visibility impairment in a Class I area.<sup>5</sup> States must analyze and consider the following five factors as part of each source-specific BART analysis: (1) The costs of compliance, (2) the energy and nonair quality environmental impacts of compliance, (3) any existing pollution control technology in use at the source, (4) the remaining useful life of the source, and (5) the degree of visibility improvement that may reasonably be anticipated to result from use of such technology (collectively known as the “five-factor BART analysis”).<sup>6</sup> In determining BART for fossil fuel-fired electric generating plants with a total generating capacity in excess of 75 megawatts (MW), states must use guidelines promulgated by the EPA.<sup>7</sup> In 2005, the EPA published the

<sup>2</sup> *Id.*

<sup>3</sup> See CAA section 169A(a)(1).

<sup>4</sup> See CAA section 169B.

<sup>5</sup> 40 CFR 51.308(e).

<sup>6</sup> See CAA section 169A(g)(2) and the RHR at 40 CFR 51.308(e)(1)(ii)(A).

<sup>7</sup> See CAA section 169A(b)(1) and the last sentence of 169A(b).

<sup>1</sup> See 81 FR 46852, July 19, 2016.