

and benefits of the final rule in the
Regulatory Information Service Center

and Office of Information and
Regulatory Affairs Consolidated

Information Center Accounting
information.

TABLE 1—SUMMARY OF BENEFITS, COSTS AND DISTRIBUTIONAL EFFECTS OF FINAL RULE

Category	Primary estimate	Low estimate	High estimate	Units			Notes
				Year dollars	Discount rate (percent)	Period covered (years)	
Benefits:							
Annualized .....	.....	.....	.....	.....	7	10	
Monetized \$millions/year .....	.....	.....	.....	.....	3	10	
Annualized .....	.....	.....	.....	.....	7	.....
Quantified .....	.....	.....	.....	.....	3	.....
Qualitative	Avoid potential unintended consequences			.....	.....	.....
Costs:							
Annualized .....	.....	.....	.....	.....	7	10	
Monetized \$millions/year .....	.....	.....	.....	.....	3	10	
Annualized .....	.....	.....	.....	.....	7	.....
Quantified .....	.....	.....	.....	.....	3	.....
Qualitative	Negligible costs, if any			.....	.....	.....
Transfers:							
Federal .....	.....	.....	.....	.....	7	.....
Annualized .....	.....	.....	.....	.....	3	.....
Monetized \$millions/year .....	.....	.....	.....	.....	.....	.....
From/To	From:			To:			
Other .....	.....	.....	.....	.....	7	.....
Annualized .....	.....	.....	.....	.....	3	.....
Monetized \$millions/year .....	.....	.....	.....	.....	.....	.....
From/To	From:			To:			
Effects:							
State, Local or Tribal Government: None.							
Small Business: None.							
Wages: None.							
Growth: None.							

V. Analysis of Environmental Impact

We have determined under 21 CFR 25.20(h) that this action is of a type that does not individually or cumulatively have a significant effect on the human environment. Therefore, neither an environmental assessment nor an environmental impact statement is required.

VI. Paperwork Reduction Act of 1995

This final rule contains no collection of information. Therefore, clearance by the Office of Management and Budget under the Paperwork Reduction Act of 1995 is not required.

VII. Federalism

We have analyzed this final rule in accordance with the principles set forth in Executive Order 13132. We have determined that the rule does not contain policies that 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. Accordingly, we conclude that the rule does not contain policies that have federalism implications as defined in the Executive Order and, consequently, a federalism summary impact statement is not required.

VIII. Consultation and Coordination With Indian Tribal Governments

We have analyzed this rule in accordance with the principles set forth in Executive Order 13175. We have determined that the rule does not contain policies that would 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. Accordingly, we conclude that the rule

does not contain policies that have tribal implications as defined in the Executive Order and, consequently, a tribal summary impact statement is not required.

Dated: March 12, 2018.

Leslie Kux,

Associate Commissioner for Policy.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2018-0070]

Drawbridge Operation Regulation; St. Johns River, Jacksonville, FL

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 Florida East Coast (FEC) Railroad Bridge across the St. Johns River, mile 24.9, at Jacksonville, FL. The deviation is necessary to accommodate maintenance and repairs on the bridge. This deviation allows the bridge to remain closed to navigation with partial openings at pre-determined times during the maintenance period.

DATES: This deviation is effective without actual notice March 16, 2018 through 11:59 p.m. on March 23, 2018. For the purposes of enforcement, actual notice will be used from 1 p.m. on March 10, 2018 through March 16, 2018.

ADDRESSES: The docket for this deviation, USCG–2018–0070 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 LT Allan Storm, U.S. Coast Guard Sector Jacksonville, Waterways Management Division; telephone 904–714–7616, email Allan.H.Storm@uscg.mil.

SUPPLEMENTARY INFORMATION: The owner of the bridge, Florida East Coast Railway, requested a temporary deviation. The existing operating racks were found damaged during maintenance. The Florida East Coast (FEC) Railroad Bridge across the St. Johns River, mile 24.9, at Jacksonville, Florida is a single-leaf bascule bridge with a vertical clearance of 5 feet at mean high water in the closed position. The existing bridge operating regulation is published in 33 CFR 117.325(b).

This temporary deviation allows the bridge to remain closed to navigation from 1 p.m. on March 10, 2018 through 7:59 a.m. on March 18, 2018. The bridge will be allowed to remain in the closed to navigation position with partial openings from 8 a.m. to 9:30 a.m. on March 18, 2018; from 8:45 a.m. to 10:15 a.m. on March 19, 2018; from 9:45 a.m. to 11:15 a.m. on March 20, 2018; from 10:30 a.m. to 12 p.m. and 4:15 p.m. to 5:45 p.m. on March 21, 2018; from 11:30 a.m. to 1 p.m. and 5 p.m. to 6:30 p.m. on March 22, 2018; and from 12:15 p.m. to 1:45 p.m. and 6 p.m. to 7:30 p.m. on March 23, 2018. During these designated time periods, the bridge will provide a partial opening with a vertical clearance of 75 feet at mean high water at the center of the channel. This

temporary deviation has been coordinated with waterway users. No objections to the proposed temporary deviation were raised.

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 to pass. 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.

Barry L. Dragon,

Director, Bridge Branch, Seventh Coast Guard District.

[FR Doc. 2018–05339 Filed 3–15–18; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2018–0144]

Drawbridge Operation Regulation; Trent River, New Bern, NC

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 U.S. 70/Alfred C. Cunningham Bridge which carries U.S. 70 and East Front Street across the Trent River, mile 0.0, at New Bern, NC. The deviation is necessary to facilitate the 2018 Neuse River Bridge Run. This deviation allows the bridge to remain in the closed-to-navigation position.

DATES: The deviation is effective from 6:45 a.m. through 10 a.m. on Saturday, March 24, 2018.

ADDRESSES: The docket for this deviation, [USCG–2018–0144] 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. Michael Thorogood, Bridge Administration Branch Fifth District, Coast Guard, telephone 757–398–6557, email Michael.R.Thorogood@uscg.mil.

SUPPLEMENTARY INFORMATION: The North Carolina Department of Transportation, owner and operator of the U.S. 70/Alfred C. Cunningham Bridge that carries U.S. 70 and East Front Street over the Trent River, mile 0.0, at New Bern, NJ, has requested a temporary deviation from the current operating regulations to ensure the safety of the participants and spectators associated with the 2018 Neuse River Bridge Run on Saturday, March 24, 2018. This bridge is a double bascule drawbridge, with a vertical clearance of 14 feet above mean high water in the closed position and unlimited vertical clearance in the open position.

The current operating regulation is set out in 33 CFR 117.843(a). Under this temporary deviation, the bridge will be maintained in the closed-to-navigation position from 6:45 a.m. through 10 a.m. on Saturday, March 24, 2018.

The Trent 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-to-navigation position may do so at any time. The bridge will be able to open for emergencies, if 5 minutes prior notification is given, and there is no immediate alternative route for vessels unable to pass through the bridge in the closed position. The Coast Guard will also inform the users of the waterway 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.

Dated: March 13, 2018.

Hal R. Pitts,

Bridge Program Manager, Fifth Coast Guard District.

[FR Doc. 2018–05349 Filed 3–15–18; 8:45 am]

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