

Farmland Protection Policy Act (FPPA) (7 U.S.C. 4201–4209).

7. *Wetlands and Water Resources*: Clean Water Act (Section 404, Section 401, Section 319) (33 U.S.C. 1251–1387); Land and Water Conservation Fund (LWCF) (16 U.S.C. 4601–4604); Safe Drinking Water Act (SDWA) (42 U.S.C. 300f–300j–26); Rivers and Harbors Act of 1899 (33 U.S.C. 401–406); Wild and Scenic Rivers Act (16 U.S.C. 1271–1287); Emergency Wetlands Resources Act, (16 U.S.C. 3901, 3921); Wetlands Mitigation (23 U.S.C. 119(g) and 133(b)(14)); Flood Disaster Protection Act, 42 U.S.C. 4012a, 4106).

8. *Executive Orders*: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

9. *Navigation*: Rivers and Harbors Act of 1899 [33 U.S.C. 403]; General Bridge Act of 1946 [33 U.S.C. 9 and 11]. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(l)(1).

Issued on: August 15, 2018.

Daniel M. Mathis,

Division Administrator, Olympia, Washington.

[FR Doc. 2018–18083 Filed 8–23–18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2018–0135]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel Real Summertime; Invitation for Public Comments

AGENCY: Maritime Administration, DOT.

ACTION: Notice.

SUMMARY: The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirements of the coastwise trade laws to allow the carriage of no more than twelve passengers for hire on vessels, which are three years old or more. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before September 24, 2018.

ADDRESSES: You may submit comments identified by DOT Docket Number MARAD–2018–0135 by any one of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Search MARAD–2018–0135 and follow the instructions for submitting comments.

- *Mail or Hand Delivery:* Docket Management Facility is in the West Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is: U.S. Department of Transportation, MARAD–2018–0135, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Note: If you mail or hand-deliver your comments, we recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

Instructions: All submissions received must include the agency name and specific docket number. All comments received will be posted without change to the docket at www.regulations.gov, including any personal information provided. For detailed instructions on submitting comments, see the section entitled Public Participation.

FOR FURTHER INFORMATION CONTACT:

Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23–453, Washington, DC 20590. Telephone 202–366–9309, Email Bianca.carr@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel REAL SUMMERTIME is:

—*Intended Commercial Use of Vessel:* “Private Vessel Charters, Passengers Only”

—*Geographic Region Including Base of Operations:* “Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York (excluding New York Harbor), New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, California, Oregon, Washington, and Alaska (excluding waters in Southeastern Alaska).” (Base of Operation on the east coast Fort Lauderdale, FL and on the west coast San Diego, CA)

—*Vessel Length and Type:* 104.6’ Sovereign Yacht

The complete application is available for review identified in the DOT docket as MARAD–2018–0135 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD’s regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the vessel name, state the commenter’s interest in the waiver application, and address the waiver criteria given in section 388.4 of MARAD’s regulations at 46 CFR part 388.

Public Participation

How do I submit comments?

Please submit your comments, including the attachments, following the instructions provided under the above heading entitled **ADDRESSES**. Be advised that it may take a few hours or even days for your comment to be reflected on the docket. In addition, your comments must be written in English. We encourage you to provide concise comments and you may attach additional documents as necessary. There is no limit on the length of the attachments.

Where do I go to read public comments, and find supporting information?

Go to the docket online at <http://www.regulations.gov>, keyword search MARAD–2018–0135 or visit the Docket Management Facility (see **ADDRESSES** for hours of operation). We recommend that you periodically check the Docket for new submissions and supporting material.

Will my comments be made available to the public?

Yes. Be aware that your entire comment, including your personal identifying information, will be made publicly available.

May I submit comments confidentially?

If you wish to submit comments under a claim of confidentiality, you should submit three copies of your complete submission, including the information you claim to be confidential business information, to the Department of Transportation, Maritime Administration, Office of Legislation and Regulations, MAR–225, W24–220, 1200 New Jersey Avenue SE, Washington, DC 20590. Include a cover letter setting forth with specificity the

basis for any such claim and, if possible, a summary of your submission that can be made available to the public.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. To facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

Authority: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121

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Dated: August 20, 2018.

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.

Secretary, Maritime Administration.

[FR Doc. 2018-18270 Filed 8-23-18; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2017-0081]

Traffic Records Program Assessment Advisory; Notice of Availability

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice of availability.

SUMMARY: States need timely, accurate, complete, accessible, and uniform traffic records to identify and prioritize traffic safety issues and to choose appropriate safety countermeasures and evaluate their effectiveness. Traffic records program assessments provide States with the information needed to plan traffic records improvement projects. The National Highway Traffic Safety Administration (NHTSA) announces the availability of a revised *Traffic Records Program Assessment Advisory* following review of comments received from States, associations, non-profit organizations, and individuals.

FOR FURTHER INFORMATION CONTACT:

For programmatic issues: John Siegler, Office of Traffic Records and

Analysis, NSA-221, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone (202) 366-1268; email: John.Siegler@dot.gov.

For legal issues: Megan Brown, Attorney-Advisor, Office of the Chief Counsel, NCC-300, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; telephone: (202) 366-1834; email: Megan.Brown@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

States need timely, accurate, complete, uniform, integrated, and accessible traffic records data to identify and prioritize traffic safety issues, and choose appropriate safety countermeasures and evaluate their effectiveness. The purpose of traffic records assessments is to provide States with useful information on the status of the many systems that make up the traffic records system.

Federal statute requires States to certify that “an assessment of the State’s highway safety data and traffic records system was conducted or updated during the preceding 5 years” in order to qualify for a State traffic safety information system improvements grant. 23 U.S.C. 405(c). NHTSA regulations require that the assessment comply with “procedures and methodologies” outlined by NHTSA. 23 CFR 1300.22(b)(4). NHTSA published the *Traffic Records Program Assessment Advisory (Advisory)* (DOT HS 811 644) in 2012 to provide guidance on conducting these assessments.

This notice announces the availability of a revised *Traffic Records Program Assessment Advisory* following review of comments received from States, associations, non-profit organizations, and individuals.

II. Comments

NHTSA received submissions from 23 commenters in response to the October 25, 2017 request for comment. 82 FR 49473-49475. Commenters included the following eleven State agencies and commissions: California Office of Traffic Safety (CA OTS); Colorado Department of Transportation (CO DOT); Connecticut Department of Transportation (CT DOT); Delaware Office of Highway Safety (DE OHS); Massachusetts Department of Public Health (MA DPH); Michigan Crash Section (MI Crash); New York State Governor’s Traffic Safety Committee (NY GTSC); Injury and Violence Prevention Branch of the NC Division of Public Health (NC DPH); Puerto Rico Traffic Safety Commission (PR TSC);

joint submission by the Washington Traffic Safety Commission and Washington Traffic Records Committee (WA Traffic); and joint submission by the Departments of Transportation of Idaho, Montana, North Dakota, South Dakota & Wyoming (5-State DOTs). Three associations and consortiums provided comments: Association of Transportation Safety Information Professionals (ATSIP); Governor’s Highway Safety Association (GHSA); and National Safety Council (NSC). One non-profit organization, Consumers Union (CU), provided comments. Eight individual commenters also provided comments: Brook Chipman; Joe McCarthy; Mario Damiata; Nathan Dean; Jay Wall; and three anonymous commenters. Of these comments, three were out of the scope of this notice.¹

Three broad categories of comments accounted for more than half of the comments received: comments stating that the assessment is too burdensome, comments seeking more personalized recommendations, and comments seeking more in-person meetings as part of the assessment process.

Ten commenters, including States, associations and an individual, stated that the existing Traffic Records Assessment process is burdensome. Specifically, commenters stated that the assessment is burdensome due to the number of questions (some of which they consider redundant), the high standards of evidence required for responses, the time required to respond, and the number of agencies within the State that are required to participate in assessments.

Seven commenters, including States, associations, and individuals, requested that assessors provide more personalized recommendations to States at the conclusion of each assessment. Several commenters further asserted that it would be helpful to States if assessors prioritized the most important recommendations to assist States in planning traffic records improvement projects.

Twelve commenters, including States, associations, and individuals, argued that the assessment process would be easier and more useful if there were more opportunities for in-person meetings.

As a result of these comments, NHTSA has taken a fresh look at the *Advisory*, as it was not our intent to impose undue burdens on States. In revising the *Advisory*, we strove to provide maximum flexibility and reduce

¹ Two anonymous commenters commented on EPA regulatory issues. One anonymous commenter commented on electric vehicle batteries.