


13. Invasive Species: E.O. 11667 Endangered Species; E.O. 12372 Executive Order on Science; E.O. 11988, Federal Actions to Address Coastal and Marine Sanctuaries; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.


basis for any such claim and, if possible, a summary of your submission that may 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.


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, uniform, and accessible traffic records to identify and prioritize traffic safety issues, and 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.


SUPPLEMENTARY INFORMATION:

I. Background

States need timely, accurate, complete, uniform, integrated, accessible, and reliable 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 traffic records system. Federal statute requires States to conduct an assessment of the traffic records system that assessors prioritize the most important traffic safety issues, and individuals, argued 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 prioritize 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 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 OH); 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 (ATSPI); 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 Damia; 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 prioritize 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.

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

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