

for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT: Jonathan Holt, 202–366–8713, Office of Port Infrastructure Development, Maritime Administration, 1200 New Jersey Avenue SE, Washington, DC 20590, Email: Jonathan.Holt@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Port Infrastructure Development Program.

OMB Control Number: 2133–0552.

Type of Request: Extension With Change of a Currently Approved Collection.

Abstract: The Infrastructure Investment and Jobs Act (Pub. L. 117–58, November 15, 2021) (“Bipartisan Infrastructure Law” or “BIL”) appropriated \$450 million to the PIDP for FY 2024 to make discretionary grants for eligible projects. On March 9, 2024, the Consolidated Appropriations Act, 2024 (Pub. L. 118–42) (“FY 2024 Appropriations Act”) appropriated an additional \$120,460,124 for the FY 2024 PIDP grant program. Of that amount, \$50 million is available to be awarded as discretionary grants. Altogether, a total \$500 million in funding is now available to be awarded by the U.S. Department of Transportation (Department) for the Port Infrastructure Development Program (Program). This appropriations act allows the Department to make discretionary grants to improve port facilities at or near coastal seaports. The purpose of the Program is to accept applications to make grants. Submitted applications will be reviewed to determine if respondents meet the criteria for selection as grant recipients.

The Port Infrastructure Development Program was established under 46 U.S.C. 50302. The statute authorizes the Department of Transportation (“Department” or “DOT”) to establish a port infrastructure development program for the improvement of port facilities. To carry out a project under this program, the Department may provide financial assistance, including grants to port authorities or commissions, or to their subdivisions and agents, for port and intermodal infrastructure-related projects.

The Department seeks to fund projects that will advance Departmental priorities of safety, equity, Justice40, climate and sustainability, workforce development, job quality, and wealth creation, as described in the DOT’s Strategic Plan and executive orders. MARAD encourages applicants to propose projects that will improve safety, efficiency, or the reliability of the movement of goods through ports and

intermodal connection to ports, and reduce greenhouse gas emissions in the transportation sector. Proposed projects must also create proportional impacts to all populations in a project area, increase equitable access to project benefits, support the creation of good-paying jobs with the free and fair choice to join a union, and include the incorporation of strong labor standards, training, and placement programs, especially registered apprenticeships.

Respondents: A State, a political subdivision of a State or a local government, a public agency or publicly chartered authority established by one or more States, a special purpose district with a transportation function, an Indian Tribe or consortium of Indian Tribes, a multistate or multijurisdictional group of entities, or a lead entity described above jointly with a private entity or group of private entities (including the owners or operators of a facility, or collection of facilities, at a port).

Affected Public: State, Local or Tribal Government.

Estimated Number of Respondents: 200.

Estimated Number of Responses: 200.

Estimated Hours per Response: 160.

Annual Estimated Total Annual Burden Hours: 32,000.

Frequency of Response: Once Annually.

A 60-day **Federal Register** Notice soliciting comments on this information collection was published on July 29, 2024, in the **Federal Register** (FR 60966, Vol. 89, No. 145). The posting received one comment, which expressed support for the continued collection of information about program applicants to PIDP, and concern that the elimination of form MA–1083 would result in a loss of information about applicants to the program. MARAD does not agree that without the form, MARAD will lose information about program applicants. The MA–1083 form has not been required from PIDP applicants for multiple fiscal years, without major impacts to the grant program or its operations. Program staff are confident that necessary information about PIDP applicants will continue to be collected without the required MA–1083 form. Additionally, the elimination of the required form will provide modest reductions in the annual burden for PIDP applicants.

(Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.49).

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2024–24293 Filed 10–18–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Decommissioning and Disposition of the National Historic Landmark Nuclear Ship Savannah; Notice of Site Visit

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: The Maritime Administration (MARAD) announces a site visit for the National Historic Landmark Nuclear Ship *Savannah* (NSS). MARAD is decommissioning the nuclear power plant of the NSS, which will result in the termination of the ship’s Nuclear Regulatory Commission license, making the ship available for disposition, including potential conveyance for preservation. The site visit will provide interested parties an opportunity to learn more about the NSS to assist in determining if they may wish to consider acquiring the ship for preservation purposes, as prescribed in the Programmatic Agreement (PA) covering the decommissioning and disposition of the ship.

DATES: A site visit will be held on November 16, 2024, from 10 a.m. to 4 p.m. Eastern Standard Time. Requests to attend the site visit must be received one week in advance, by November 8, 2024, to facilitate entry. Requests for accommodations for a disability must also be received one week in advance.

ADDRESSES: The site visit will be held onboard the NSS. The NSS is located at Pier 13 Canton Marine Terminal, 4601 Newgate Avenue, Baltimore, MD 21224.

FOR FURTHER INFORMATION CONTACT: Erhard W. Koehler, (202) 680–2066 or via email at marad.history@dot.gov. You may send mail to N.S. Savannah/ Savannah Technical Staff, Pier 13 Canton Marine Terminal, 4601 Newgate Avenue, Baltimore, MD 21224, ATTN: Erhard Koehler.

SUPPLEMENTARY INFORMATION:

I. Background

The decommissioning and disposition of the NSS is an Undertaking under Section 106 of the National Preservation Act (NHPA) of 1966, as amended. Section 106 requires that federal agencies consider views of the public regarding their Undertakings; therefore,

in 2020, MARAD established a Federal docket at <https://www.regulations.gov/docket/MARAD-2020-0133> to provide public notice about the NSS Undertaking. The federal docket was also used in 2021 to solicit public comments on the future uses of the NSS. MARAD is continuing to use this same docket to take in public comment, share information, and post agency actions.

The PA for the Decommissioning and Disposition of the NSS is available on the MARAD docket located at www.regulations.gov under docket id "MARAD-2020-0133." The PA stipulates a deliberative process by which MARAD will consider the disposition of the NSS. This process requires MARAD to make an affirmative, good-faith effort to preserve the NSS.

II. Agenda

The agenda will include (1) welcome and introductions; (2) tour of the ship; and (3) questions. The agenda will also be posted on MARAD's website at <https://www.maritime.dot.gov/outreach/history/maritime-administration-history-program> and on the MARAD docket located at www.regulations.gov under docket id "MARAD-2020-0133."

III. Public Participation

The site visit will be open to the public. Members of the public who wish to attend in person or online must RSVP to the person listed in the **FOR FURTHER INFORMATION CONTACT** section with your name and affiliation.

Special services. The NSS is not compliant with the Americans with Disabilities Act (ADA). The ship has some capability to accommodate persons with impaired mobility. If you require accommodations to attend the site visit, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. The U.S. Department of Transportation is committed to providing all participants equal access to this meeting. If you need alternative formats or services such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

(Authority: 49 CFR 1.81 and 1.93; 36 CFR part 800; 5 U.S.C. 552b.)

By Order of the Maritime Administrator.
T. Mitchell Hudson, Jr.,
Secretary, Maritime Administration.

[FR Doc. 2024-24181 Filed 10-18-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2019-0078; Notice 2]

Jayco, Inc., Grant of Petition for Decision of Inconsequential Noncompliance

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

ACTION: Grant of petition.

SUMMARY: Jayco, Inc., (Jayco) has determined that certain model year (MY) 2020 travel trailers, manufactured by Jayco, do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 Pounds) or Less*. Jayco filed a noncompliance report dated July 16, 2019. In coordination with Jayco, Starcraft RV (Starcraft) and Highland Ridge RV (Highland), subsidiaries of Jayco, also filed noncompliance reports dated July 17, 2019. Jayco subsequently petitioned NHTSA on July 31, 2019, and later amended that petition on September 26, 2019, and November 6, 2019, for a decision that the subject noncompliances are inconsequential as it relates to motor vehicle safety. This document announces the grant of Jayco's petition.

FOR FURTHER INFORMATION CONTACT: Ahmad Barnes, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366-7236.

SUPPLEMENTARY INFORMATION:

I. Overview

Jayco has determined that certain MY 2020 travel trailers, manufactured by Jayco, do not fully comply with paragraph S4.3.5 of FMVSS No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 Pounds) or Less* (49 CFR 571.110). Jayco filed a noncompliance report dated July 16, 2019, and in addition, Starcraft and Highland, subsidiaries of Jayco, also filed noncompliance reports dated July 17, 2019, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Jayco subsequently petitioned NHTSA on July 31, 2019, and later amended that petition on September 26, 2019, and November 6, 2019, for an exemption

from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that these noncompliances are inconsequential as they relate to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*. As far as the subsequent petitions are concerned, the September 26, 2019, amended petition removed affected Canadian units. The November 6, 2019, amended petition modified an attachment provided with the petition.

Notice of receipt of Jayco's petition was published with a 30-day public comment period, on January 6, 2020, in the **Federal Register** (85 FR 554). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Then follow the online search instructions to locate docket number "NHTSA-2019-0078."

II. Trailers Involved

Approximately 6,354 MY 2020 Jayco, approximately 1,006 Starcraft, and approximately 814 Highland travel trailers, manufactured between May 1, 2019, and June 27, 2019, were reported by the manufacturer.

In its petition, Jayco states that the total number of vehicles affected is 8,983. However, that number also includes travel trailers sold in Canada. NHTSA can only grant exemption for vehicles sold in the United States, totaling approximately 8,174 vehicles.

III. Noncompliance

Jayco explains that the noncompliances are that the subject travel trailers are equipped with vehicle placards that state the incorrect vehicle capacity weight and contain an extra character in the recommended tire inflation pressure, therefore, do not meet the requirements set forth in paragraph S4.3.5 of FMVSS No. 110. Specifically, the vehicle placards state that the vehicle weight capacity as 80 kg when it should be 807 kg. Also, the recommended tire inflation pressure for the rear tire states "552 IKPA," and the spare tire states "552 7KPA" when they should read 552 KPA.

IV. Rule Requirements

Paragraph S4.3.5 of FMVSS No. 110 includes the requirements relevant to this petition. Each trailer, except for an incomplete vehicle, must show the information specified in paragraphs S4.3(c) through (g) and may show the information specified in paragraphs