

SUPPLEMENTARY INFORMATION: As described in the application, the intended service of the vessel FOLLOW THE SUN is:

Intended Commercial Use of Vessel: Requester intends to offer passenger charters and sunset cruises.

Geographic Region Including Base of Operations: Florida, North Carolina, Texas. Base of Operations: Hollywood, Florida.

Vessel Length and Type: 53' Sail.

The complete application is available for review identified in the DOT docket as MARAD 2024–0109 at <https://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 employment of the vessel in the coastwise trade to carry no more than 12 passengers will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, MARAD will not issue an approval of the vessel's coastwise endorsement eligibility. Comments should refer to the vessel name, state the commenter's interest in the application, and address the eligibility 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 <https://www.regulations.gov>, keyword search MARAD–2024–0109 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 the information you claim to be confidential commercial information by email to SmallVessels@dot.gov. Include in the email subject heading "Contains Confidential Commercial Information" or "Contains CCI" and state in your submission, with specificity, the basis for any such confidential claim highlighting or denoting the CCI portions. If possible, please provide a summary of your submission that can be made available to the public.

In the event MARAD receives a Freedom of Information Act (FOIA) request for the information, procedures described in the Department's FOIA regulation at 49 CFR 7.29 will be followed. Only information that is ultimately determined to be confidential under those procedures will be exempt from disclosure under FOIA.

Privacy Act

Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). For information on DOT's compliance with the Privacy Act, please visit <https://www.transportation.gov/privacy>.

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

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2024–17707 Filed 8–8–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number MARAD–2024–0102]

Updated Notice of Availability for the Camden County Programmatic Agreement Under Section 106 of the National Historic Preservation Act

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice of availability and request for comment.

SUMMARY: The Maritime Administration (MARAD) is funding the Camden County Port of Camden Access and Infrastructure Resiliency Project (Project) which will reconstruct and improve several roadways within the City of Camden Port District to increase

access between the Port of Camden and nearby interstates, while also improving infrastructure resiliency within a historically disadvantaged community. In accordance with the National Historic Preservation Act (NHPA) and its implementing regulations, MARAD has determined that a Programmatic Agreement (Agreement) must be prepared in accordance with the requirements of the NHPA in conjunction with the Project and invites public comments on the Agreement.

DATES: All comments on the Agreement are due on or before September 23, 2024. MARAD will consider comments filed after this date to the extent practicable.

ADDRESSES: To ensure that you do not duplicate your docket submissions, please submit all comments by only one of the following ways:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov>, insert the docket number (MARAD–2024–0102) in the keyword box and click "Search." Select the "Docket" tab, locate the Notice, and click on "comment" to begin the comment submission process. Follow the online instructions.

- *Mail:* Dockets Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery:* W12–140 of the Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590 between 9:00 a.m. and 5:00 p.m. E.T., Monday through Friday, except Federal Holidays. The telephone number is 202–366–9329.

- *Instructions:* To properly identify your comments, please include the agency name and the docket number at the beginning of your comments. All comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

FOR FURTHER INFORMATION CONTACT:

Wendy Coble, (202) 366–5088 or via email at marad.history@dot.gov. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1–800–877–8339 to contact the above individual during business hours. The FIRS is available twenty-four hours a day, seven days a week, to leave a message or question. You will receive a reply during normal business hours. You may send mail to the Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

SUPPLEMENTARY INFORMATION:

Background

The U.S. Department of Transportation (DOT) awarded funds to Camden County under the Fiscal Year 2022 Port Infrastructure Development Program for roadway improvements and reconstruction. The project is located in the City of Camden, Camden County, New Jersey.

The project proposes to reconstruct and improve several roadways within the City of Camden Port District including Atlantic Avenue between 1–676 and Ferry Avenue (0.7 miles), Broadway (County Route 551) from Atlantic Avenue to the railroad overpass (between Chelton Avenue and Morgan St) (0.9 miles), Ferry Avenue (County Route 603) from Broadway to Atlantic Avenue (0.6 miles), and South 2nd Street from Clinton Avenue to Atlantic Avenue (0.8 miles). These improvements will consist of the following:

- New pavement, milling, and resurfacing which will improve roadway conditions and reduce the need for additional maintenance;
- New sidewalks, ADA-compliant curb ramps, curb extensions, pedestrian countdown timers and push buttons which will improve pedestrian safety and accessibility;
- Adjusted curb radii and intersection markings which will discourage trucks from accessing residential streets and encourage them to more safely access truck routes; reduced turn radii will improve safety;
- Additional wayfinding signage and dynamic messaging signs which will improve traffic flow and better direct motorists, pedestrians, and cyclists to their destinations;
- New and upgraded street lighting which will improve safety and comfort;
- New drainage lines utilizing existing outfalls, and repairing existing damaged sewer which will capitalize on existing infrastructure to improve sewage; and
- Green infrastructure which will improve drainage and create a more appealing pedestrian environment.

MARAD has defined the Undertaking's area of potential effects (APE) as the boundary of the property of South 2nd Street, Atlantic Avenue, Ferry Avenue and Broadway, which encompasses approximately three roadway miles.

Identification of Historic Properties

The analysis conducted for this project included revisiting previously collected archaeological data, additional research, and site investigations. This work included the completion of a

Phase1A Cultural Resource Reconnaissance Survey Report specifically done for this project. The report, and consultations with the New Jersey State Historic Preservation Office (NJSHP), concluded that the project will likely have adverse impacts on one historic resource that is listed on the National Register of Historic Places (NRHP), the South Camden Historic District, and historic resources, the 1907 Line Ditch timber sewer system and nineteenth century brick sewers, that will be evaluated for eligibility on the NRHP during the course of the project. It was also determined that the project's APE overlaps with the New York Shipbuilding Historic District, Bergen Square Historic District, and West Jersey & Seashore Lines Historic District, but these resources will not be adversely impacted by the project. The New York Shipbuilding Historic District has previously been determined eligible for the NRHP, while the Bergen Square Historic District and West Jersey & Seashore Lines Historic District have not yet been reviewed for eligibility on the NRHP.

Affected Historic Properties

The South Camden Historic District's period of significance is 1815–1930 and consist of numerous contributing elements, such as standing historic buildings. Cobblestone pavers within the Historic District are most directly linked to this project and currently lie beneath asphalt roadways within the district's boundaries.

The 1907 Line Ditch timber sewer system and nineteenth century brick sewers contributed to the early development of the City of Camden. The method of construction associated with these resources is common in other nearby cities, thus making the entire City of Camden sewer system likely ineligible for the NRHP as a historic district. However, this does not preclude portions of the sewer system from being contributing elements to historic districts. Additionally, some elements may be individually eligible. This includes the 1907 Line Ditch timber sewer system due to its ties to locally significant persons such as Aaron Ward and unique construction during a period in which sewer construction methodologies were becoming standardized.

Project Impacts on Historic Properties

The South Camden Historic District may be affected due to the proposed removal of cobblestone pavers, which currently lie underneath asphalt paving on the roadways within the district. The 1907 Line Ditch timber sewer system

and nineteenth century brick sewers may be adversely impacted by the project because the project proposes to repair and/or replace some of the sewers for improved drainage and stormwater management.

Adverse Effects, Avoidance, Minimization, and Mitigation

MARAD, in coordination with NJSHP, determined that this project would require the development of a Programmatic Agreement to address the potential for adverse effects. As of this public notice, MARAD, SHPO, and Camden County have all agreed to be signatories to the Agreement; The Delaware Tribe of Indians and Camden City Historic Preservation Commission will be concurring parties. The draft Agreement is available for review by going to www.regulations.gov, and search using docket number "MARAD–2024–0102."

To mitigate the potential for the project to cause adverse effects, the Agreement will require Camden County to complete the following mitigation measures:

- Prepare and install signage detailing the history and significance of the New York Shipbuilding and South Camden Historic Districts;
- Document any unearthed cobblestone to Level III equivalent standards of the Historic American Engineering Record (HAER);
- Recover and securely store cobblestones for later use within the historic district;
- Conduct a documentation-and-video-based survey (Phase 1B/II) of any affected below ground sewer systems; and
- Based on the Phase 1B/II survey, recommend and implement a work plan for the evaluation, monitoring, documentation, protection, and/or treatment of any historic properties within the project's APE that may be adversely impacted by the project.

Public Participation

MARAD may provide additional information and documents concerning the project. This information, along with any comments received, can be found at the above docket number. Please check the notice specific docket for this information. It is requested that all public comments be submitted for consideration within 45 calendar days from the posting of this notice.

If you submit a comment, please include the docket number for this notice, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You

may submit your comments and material online as described in the **ADDRESSES** section above. MARAD recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that MARAD can contact you if there are questions regarding your submission.

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption requests. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov. As described in the system of records notice DOT/ALL 14 (Federal Docket Management System), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>, the comments are searchable by the name of the submitter. Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). For information on DOT's compliance with the Privacy Act, please visit <https://www.transportation.gov/privacy>.

(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. 2024-17677 Filed 8-8-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

[Docket No. DOT-OST-2024-0092]

Battery Safety Post-Incident Stakeholder Meeting

AGENCY: Office of the Assistant Secretary for Transportation Policy, Department of Transportation (DOT).

ACTION: Notice of public meeting.

SUMMARY: The Department of Transportation will convene a meeting on August 27, 2024, as an opportunity to share information with the public on activities regarding lithium-ion battery

safety in a post-incident scenario. At this event, which will be broadcast virtually for the audience, representatives from DOT and other agencies and organizations will discuss electric vehicles and fire safety topics related to lithium-ion batteries. The format will include presentations with an opportunity for the audience to ask questions after each topic. Materials presented will be available on the DOT web page after the event.

DATES: DOT will hold the public meeting on August 27, 2024, from 9 a.m. to 12:30 p.m. eastern time. Registration to attend the meeting must be received no later than August 26, 2024. There is no cost to register. Registration can be completed at https://usdot.zoomgov.com/webinar/register/WN_yhD1XAMYTeSp4xi5ggt2Aw.

ADDRESSES: The online access link to the meeting will be available upon registration. Details regarding the agenda and speakers will be added to the DOT web page prior to the event, at <https://www.transportation.gov/battery-safety-post-incident-stakeholder-meeting>. The material presented at the meeting will also be added to the DOT web page.

FOR FURTHER INFORMATION CONTACT: If you have questions about the public meeting, please contact Elizabeth Machek at 781-483-2415 or by email at batterysafety@dot.gov.

SUPPLEMENTARY INFORMATION:

Registration is required for all attendees. Attendees should register at https://usdot.zoomgov.com/webinar/register/WN_yhD1XAMYTeSp4xi5ggt2Aw by August 26, 2024.

DOT is committed to providing equal access to this meeting for all participants. Persons with disabilities in need of an accommodation should contact Mirna Providence at 617-494-3344, or via email at Mirna.Providence@dot.gov, with your request as soon as possible and no later than August 16, 2024. Closed captioning services will be available.

Should it be necessary to cancel or reschedule the event due to an unforeseen circumstance, DOT will take all available measures to notify registered participants as soon as

possible. The event will be recorded, and a recording will be posted to the DOT web page after the event.

Privacy Act: As this event will be recorded and made available to the public, any comments you make or questions you ask at this meeting will be included in the publicly available information. For information on DOT's compliance with the Privacy Act, see <https://www.transportation.gov/privacy>.

Across the federal government, experts are working to assure the safety of operators, occupants, passersby, and emergency response personnel with regard to post-incident lithium-ion battery-powered vehicles. DOT hosted an Electric Vehicle Summit in the summer of 2022 and again in the summer of 2023 to bring together stakeholders and establish an ongoing discourse regarding the safety of these vehicles. DOT is hosting this event on August 27, 2024, to continue that discussion and update stakeholders and the public.

The Battery Safety Post-Incident Stakeholder meeting will convene experts across DOT Operating Administrations and other Federal agencies responsible for vehicle and fire safety, as well as organizations and members of the public with expertise or interest in areas of battery safety, electrical standards, and emergency management services. Topics will include stranded energy, fire incident response, heavy vehicle consideration, damaged EV response, EV water immersion, and emerging battery technologies. Sessions will include presentations from individuals or panels and, as time allows, an opportunity for attendees to ask questions. DOT is not seeking consensus advice or recommendations on any topic from attendees at the meeting. Presentations will be displayed during the sessions and added to the DOT web page after the meeting.

Scott Goldstein,

Deputy Assistant Secretary for Transportation Policy.

[FR Doc. 2024-17786 Filed 8-8-24; 8:45 am]

BILLING CODE 4910-9X-P