

Agenda

The COAC will hear from the current subcommittees on the topics listed below:

1. The Intelligent Enforcement Subcommittee will provide updates on the work completed and topics discussed in its working groups as well as present proposed recommendations for the COAC's consideration. The Antidumping/Countervailing Duty (AD/CVD) Working Group will provide updates regarding its work and discussions on importer compliance with AD/CVD requirements. The Intellectual Property Rights (IPR) Process Modernization Working Group anticipates providing updates concerning progress associated with its recent recommendations regarding the Trade Seminars Mailbox and enhancements to the CBP Petitions Portal specific to IPR enforcement. The Forced Labor Working Group (FLWG) will provide updates on continued discussions regarding trade outreach, clarification of requirements, and previous recommendations.

2. The Next Generation Facilitation Subcommittee will provide updates on all its existing working groups. The Broker Modernization Working Group (BMWG) plans to present proposed recommendations for the COAC's consideration which aim to improve the end user experience and re-envision the Customs Broker Licensing Exam (CBLE). The Modernized Entry Processes Working Group (MEPWG) will report on the work undertaken regarding Cyber Incident Guidance for Brokers. The Passenger Air Operations (PAO) Working Group has continued to meet to discuss CBP's feedback on past recommendations, landing rights issues, and to plan future goals and/or work for the group. The remaining working groups, the Automated Commercial Environment (ACE) 2.0 Working Group and the Customs Interagency Industry Working Group (CIIWG), were not active this past quarter but will provide a report on topics that each working group will focus on in the coming quarter.

3. The Secure Trade Lanes Subcommittee will provide updates on its seven active working groups: the Centers Working Group, the Cross-Border Recognition Working Group, the De Minimis Working Group, the Export Modernization Working Group, the FTZ Warehouse Working Group, the Pipeline Working Group, and the Trade Partnership and Engagement Working Group. The Centers Working Group created three sub-groups to focus on specific areas of concerns for the trade

community: the Operations Sub-Group, the Structure Sub-Group, and the Communications Sub-Group. The Operations Sub-Group will evaluate the internal structure and operations of the Centers of Excellence and Expertise (Centers) and their interactions with the ports, and with the trade communities in the areas of fines, penalties, forfeitures, drawback, and broker management. The Structure Sub-Group will evaluate the number of Centers, the branches within the Centers, and workload equity amongst the Centers. This includes consideration of potential structural changes to help with the Centers' expanded responsibility in admissibility reviews, Uyghur Forced Labor Prevention Act (UFLPA), and Enforce and Protect Act (EAPA) investigations. This sub-group will also consider how information within Customs Trade Partnership Against Terrorism (CTPAT) may be better leveraged to help the Centers with these reviews. The Communications Sub-Group will focus on IT/ACE solutions, including web pages to facilitate communications for CBP internally and externally with the trade. The Cross-Border Recognition Working Group has continued to discuss best practices at ports of entry on the southern border that facilitate legitimate trade. The De Minimis Working Group has continued discussions on the revised timeframe for submitting Type 86 entries and on potential compliance measurements for de minimis shipments that CBP can communicate to the trade community. The Export Modernization Working Group has continued its work on the Electronic Export Manifest Pilot Program and the effects of progressive filing by the shipper to continuously update export information on successive dates, rather than on a specific date. The Export Modernization Working Group is also working on recommendations regarding the CBP Experience (CBPX) to present to the COAC for consideration. The Drawback Task Force, within the Export Modernization Working Group, has continued discussions around COAC-approved recommendations that are in the process of being implemented from last quarter; is conducting an analysis of program statistics in the areas of streamlining privilege application questions, compliance issues, de minimis amount for drawback claims; and is examining areas to maximize resources. The FTZ/Warehouse Working Group continues to review 19 CFR part 146, expanding the CTPAT program, and modernizing ACE functionality for FTZs, and it anticipates presenting proposed recommendations

for the COAC's consideration at the September public meeting. The Pipeline Working Group has continued discussing the most appropriate commodities for and potential users of Distributed Ledger Technology to engage in the contemplated pilot for tracking pipeline-borne goods. The Trade Partnership and Engagement Working Group has continued its work on the elements of the CTPAT security program and the validation process.

Meeting materials will be available on September 9, 2024, at: <http://www.cbp.gov/trade/stakeholder-engagement/coac/coac-public-meetings>.

Felicia M. Pullam,

Executive Director, Office of Trade Relations.

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DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Docket ID FEMA-2024-0002; Internal Agency Docket No. FEMA-B-2458]

Proposed Flood Hazard Determinations

AGENCY: Federal Emergency Management Agency, Department of Homeland Security.

ACTION: Notice.

SUMMARY: Comments are requested on proposed flood hazard determinations, which may include additions or modifications of any Base Flood Elevation (BFE), base flood depth, Special Flood Hazard Area (SFHA) boundary or zone designation, or regulatory floodway on the Flood Insurance Rate Maps (FIRMs), and where applicable, in the supporting Flood Insurance Study (FIS) reports for the communities listed in the table below. The purpose of this notice is to seek general information and comment regarding the preliminary FIRM, and where applicable, the FIS report that the Federal Emergency Management Agency (FEMA) has provided to the affected communities. The FIRM and FIS report are the basis of the floodplain management measures that the community is required either to adopt or to show evidence of having in effect in order to qualify or remain qualified for participation in the National Flood Insurance Program (NFIP).

DATES: Comments are to be submitted on or before November 27, 2024.

ADDRESSES: The Preliminary FIRM, and where applicable, the FIS report for

each community are available for inspection at both the online location <https://hazards.fema.gov/femportal/prelimdownload> and the respective Community Map Repository address listed in the tables below. Additionally, the current effective FIRM and FIS report for each community are accessible online through the FEMA Map Service Center at <https://msc.fema.gov> for comparison.

You may submit comments, identified by Docket No. FEMA-B-2458, to Rick Sacbabit, Chief, Engineering Services Branch, Federal Insurance and Mitigation Administration, FEMA, 400 C Street SW, Washington, DC 20472, (202) 646-7659, or (email) patrick.sacbabit@fema.dhs.gov.

FOR FURTHER INFORMATION CONTACT: Rick Sacbabit, Chief, Engineering Services Branch, Federal Insurance and Mitigation Administration, FEMA, 400 C Street SW, Washington, DC 20472, (202) 646-7659, or (email) patrick.sacbabit@fema.dhs.gov; or visit the FEMA Mapping and Insurance eXchange (FMIX) online at https://www.floodmaps.fema.gov/fhm/fmx_main.html.

SUPPLEMENTARY INFORMATION: FEMA proposes to make flood hazard determinations for each community listed below, in accordance with section 110 of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4104, and 44 CFR 67.4(a).

These proposed flood hazard determinations, together with the floodplain management criteria required by 44 CFR 60.3, are the minimum that are required. They should not be construed to mean that the community must change any existing ordinances that are more stringent in their floodplain management requirements. The community may at any time enact stricter requirements of its own or pursuant to policies established by other Federal, State, or regional entities. These flood hazard determinations are used to meet the floodplain management requirements of the NFIP.

The communities affected by the flood hazard determinations are provided in the tables below. Any request for reconsideration of the revised flood hazard information shown on the Preliminary FIRM and FIS report that satisfies the data requirements outlined in 44 CFR 67.6(b) is considered an appeal. Comments unrelated to the flood hazard determinations also will be considered before the FIRM and FIS report become effective.

Use of a Scientific Resolution Panel (SRP) is available to communities in support of the appeal resolution process. SRPs are independent panels of experts in hydrology, hydraulics, and other pertinent sciences established to review conflicting scientific and technical data and provide recommendations for resolution. Use of

the SRP only may be exercised after FEMA and local communities have been engaged in a collaborative consultation process for at least 60 days without a mutually acceptable resolution of an appeal. Additional information regarding the SRP process can be found online at https://www.floodsrp.org/pdfs/srp_overview.pdf.

The watersheds and/or communities affected are listed in the tables below. The Preliminary FIRM, and where applicable, FIS report for each community are available for inspection at both the online location <https://hazards.fema.gov/femportal/prelimdownload> and the respective Community Map Repository address listed in the tables. For communities with multiple ongoing Preliminary studies, the studies can be identified by the unique project number and Preliminary FIRM date listed in the tables. Additionally, the current effective FIRM and FIS report for each community are accessible online through the FEMA Map Service Center at <https://msc.fema.gov> for comparison. (Catalog of Federal Domestic Assistance No. 97.022, "Flood Insurance.")

Nicholas A. Shufro,
Assistant Administrator (Acting) for Risk Management, Federal Emergency Management Agency, Department of Homeland Security.

Community	Community map repository address
Ontario County, New York (All Jurisdictions) Project: 19-02-0022S Preliminary Date: July 14, 2023	
City of Canandaigua	City Hall, 2 North Main Street, Canandaigua, NY 14424.
City of Geneva	City Hall, 47 Castle Street, Geneva, NY 14456.
Town of Bristol	Bristol Town Hall, 6740 County Road 32, Canandaigua, NY 14424.
Town of Canadice	Canadice Town Hall, 5949 County Road 37, Springwater, NY 14560.
Town of Canandaigua	Town Hall, 5440 Route 5 & 20 West, Canandaigua, NY 14424.
Town of East Bloomfield	East Bloomfield Town Hall, 99 Main Street, Bloomfield, NY 14469.
Town of Farmington	Town Hall, 1000 County Road 8, Farmington, NY 14425.
Town of Geneva	Town Hall, 3750 County Road 6, Geneva, NY 14456.
Town of Gorham	Town Hall, 4736 South Street, Gorham, NY 14461.
Town of Hopewell	Hopewell Town Hall, 2716 County Road 47, Canandaigua, NY 14424.
Town of Manchester	Manchester Town Hall, 1272 County Road 7, Clifton Springs, NY 14432.
Town of Naples	Town Hall, 106 South Main Street, Naples, NY 14512.
Town of Phelps	Town Hall, 79 Main Street, Phelps, NY 14532.
Town of Richmond	Richmond Town Hall, 8690 Main Street, Honeoye, NY 14471.
Town of Seneca	Seneca Town Hall, 3675 Flint Road, Stanley, NY 14561.
Town of South Bristol	South Bristol Town Hall, 6500 West Gannett Hill Road, Naples, NY 14512.
Town of Victor	Town Hall, 85 East Main Street, Victor, NY 14564.
Town of West Bloomfield	Town Hall, 9097 Daylight Drive, West Bloomfield, NY 14585.
Village of Clifton Springs	Village Hall, 1 West Main Street, Clifton Springs, NY 14432.
Village of Manchester	Village Office, 8 Clifton Street, Manchester, NY 14504.
Village of Naples	Village Hall, 106 South Main Street, Naples, NY 14512.
Village of Phelps	Village Clerk's Office, 8 Banta Street, Suite 150, Phelps, NY 14532.
Village of Rushville	Village Hall, 1 South Main Street, Rushville, NY 14544.
Village of Shortsville	Village Hall, 6 East Main Street, Shortsville, NY 14548.
Village of Victor	Village Hall, 60 East Main Street, Victor, NY 14564.

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DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

[Docket No. TSA–2004–19605]

Hazardous Materials Endorsement (HME) Threat Assessment Program Security Threat Assessment Fees for Non-Agent States

AGENCY: Transportation Security Administration, DHS.

ACTION: Notice.

SUMMARY: The Transportation Security Administration (TSA) administers the Hazardous Materials Endorsement (HME) vetting program. TSA conducts a security threat assessment (STA) of HME applicants in accordance with statutory requirements and collects fees to recover TSA's costs to conduct the STA and administer the program. Some States have elected to collect the information and fees from the applicant directly, and transmit such information and fees to TSA for the STA. In this notice, TSA announces that the fee to conduct the STA for these States will be increased to fully recover the costs to administer the program.

DATES: The fee changes in this notice are effective December 2, 2024.

FOR FURTHER INFORMATION CONTACT: Julie Labra, Transportation Security Administration, 6595 Springfield Center Drive, Springfield, VA 20598–6047; 240–568–5698; or email at HME.Question@tsa.dhs.gov.

SUPPLEMENTARY INFORMATION:

You can find an electronic copy of this rulemaking using the internet by accessing the Government Publishing Office's web page at <https://www.govinfo.gov/app/collection/FR/> to view the daily published **Federal Register** edition or accessing the Office of the Federal Register's web page at <https://www.federalregister.gov>. Copies are also available by writing or calling the individual in the **FOR FURTHER INFORMATION CONTACT** section, or by email at HME.Question@tsa.dhs.gov.

Abbreviations and Terms Used in This Document

CDL—Commercial Driver's License
HME—Hazardous Materials Endorsement
STA—Security Threat Assessment
TWIC—Transportation Workers Identification Credential

I. HME Program

Background

Under 49 U.S.C. 5103a, a State is prohibited from issuing or renewing an HME for a commercial driver's license (CDL) unless TSA has first determined that the driver does not pose a security threat. To make this security determination, TSA conducts an STA by comparing applicant biographic and biometric information to criminal, immigration, and security databases, and adjudicating any derogatory information against the standards set forth in 49 CFR part 1572. If TSA determines the individual meets the STA standards, TSA notifies the State, and the State may issue the HME. TSA is required to recover its vetting program costs through user fees, in accordance with 6 U.S.C. 469, and consequently, TSA collects fees from applicants during the STA process.

Under TSA's regulations, States may collect and transmit the fingerprints and applicant information from drivers who apply to obtain or renew an HME; or elect to use TSA's agent to collect and transmit the information and fees for the STA.¹ States that use TSA's agent to collect and transmit information and fees are known as *Agent States*. Current Agent States include 42 states and the District of Columbia. Applicants in these Agent States pay a fee to cover the cost of (1) collecting and transmitting the information and fees to TSA; (2) TSA's completion of the STA and any related redress; and, (3) the Federal Bureau of Investigation fee to process the criminal check.²

States that choose to collect applicant information and submit it to TSA are known as *Non-Agent States*. There are currently eight Non-Agent States.³ Applicants in these States provide their information and TSA's fees to the State Department of Motor Vehicles (DMV), and the State transmits the information and fees to TSA. Applicants in these Non-Agent States pay the fee for TSA to conduct the STA and the FBI fee to process the criminal history checks. Non-Agent States also may charge applicants a State fee for its costs to collect and transmit information, and TSA has no authority to establish, determine, or limit the amount of that fee.

¹ See 49 CFR 1572.15.

² See 70 FR 2542 (Jan. 13, 2005).

³ The eight Non-Agent states include Florida, Kentucky, Maryland, New York, Pennsylvania, Texas, Virginia, and Wisconsin, at the time of this publication.

HME Fee Changes for Non-Agent States

In this notice, TSA is announcing that the fee to Non-Agent States will be increased to recover TSA's costs to process these applications. Under TSA's regulations, TSA may revise fees for the STA by publishing a notice in the **Federal Register**.⁴

TSA reviews the costs associated with conducting STAs at least once every 2 years.⁵ Upon review, TSA will adjust the fee if the agency finds that the fees collected exceed the total cost to provide the services or do not cover the total costs for services. Fees are influenced by several factors, including changes in contractual services, personnel costs, and operations and maintenance costs.

In 2022, TSA analyzed the costs associated with the HME Non-Agent State STAs and found that the current fees to process these applications do not cover TSA's costs. The fees TSA charges the Non-Agent States have not been revised since 2005, and many recent information technology and customer service improvements, and increased contract costs have not been accounted for in the fees. Also, the Non-Agent State submissions require TSA to expend additional program oversight, case management, and manual intervention to ensure that the biographic information is attached to the correct biometric information. Consequently, TSA has had to hire more staff to accurately process these submissions.

Based on this analysis, TSA determined that the fees for TSA's processing the Non-Agent State STAs need to be increased from \$34.00 per application to \$57.25 per application for standard STAs in order to comply with 6 U.S.C. 469 and recoup vetting costs. Similarly, for STAs in which the applicant has already completed a comparable STA and does not need to undergo the full standard STA, the reduced fee needs to increase from \$29.00 to \$31.00.⁶ These increases ensure that fees collected by TSA in both Agent State and Non-Agent States are consistent to cover costs associated with commercial driver vetting, adjudication, and customer service.

⁴ See 49 CFR 1572.403(a)(2).

⁵ See 31 U.S.C. 3512 (the Chief Financial Officers Act of 1990 (Pub. L. 101–576, 104).

⁶ In accordance with 49 CFR 1572.5(e), TSA has determined that the STA for HME is comparable to the STA for Transportation Workers Identification Credential (TWIC®). Non-Agent States may offer a "reduced or comparable fee" if the applicant maintains a valid TWIC®.