South Dakota, Wyoming, Montana, and Colorado. The requested exemption would affect 65 MBI Energy Services drivers operating 42 single-cab vehicles classified in North Dakota as Special Mobile Equipment (SME). These vehicles meet the definition of a commercial motor vehicle (CMV) in 49 CFR 390.5 and therefore are subject to the ELD or AOBRD mandate. These specialized vehicles perform various work activities in an environment where connectivity is limited, working and road conditions are rough, and the necessity for driving on public roads is sporadic and incidental to the overall work being performed. The vehicles may sit on work locations for long periods of time, up to weeks or even months. These vehicles are typically oversize and overweight requiring special permits for transport. Many States do not require registration, as they build the registration fees into the permit process.

Examples of SMEs meeting the definition of a CMV having a single cab include cranes, workover rigs, and swab units. Single cabs have reduced space for installing rough-terrain-capable AOBRDs or ELDs. The devices used must be capable of satellite communication where cell communication is poor to non-existent. The installation of rugged logging units, weighing more than typical units used in highway applications, would reduce driver visibility in an already large vehicle due to the limited space found in single-cab vehicles. Additionally, the installation and rough terrain upon which the vehicles travel may require a unit being installed over the driver's head, increasing the risk of the unit falling on the driver resulting in injury or a vehicle accident involving the travelling public.

While these vehicles normally travel little, business demand may require MBI vehicles to move more often than 8 days in a 30-day period, the maximum frequency allowed by 49 CFR 395.8(a)(1)(iii)(A)(1) for the use of paper RODS instead of ELDs. According to MBI, the current regulations do not address circumstances where the vehicle's exemption status is sporadic in nature, thus requiring MBI to install an ELD to remain compliant during times not covered by the exemption. While alternatives exist to industrial-grade logging units, the alternatives usually involve cell phones or cell-capable tablets where the terrain or remote locations of work may inhibit logging device communication for extended periods of time. Many worksites prohibit cell phone usage due to safety concerns. Additionally, installations in special vehicles will increase costs substantially due to the unusual configurations of single cab vehicles requiring specialized wiring harnesses and custom installation kits.

MBI states that the exemption would involve no additional costs since current regulations require drivers to manually record duty status, and that would not change under the exemption. Companies operating single-cab special mobile equipment would realize savings compared to the costs incurred to install custom hardware required for industrial-grade logging units meeting the ELD mandate and the subsequent monthly communication costs. MBI requests a 5-year exemption.

IV. Method To Ensure an Equivalent or Greater Level of Safety

MBI states that it would continue to use paper logs if granted the exemption and would require the driver to document on-duty and driving times to ensure compliance with the requirements of 49 CFR part 395. According to MBI, paper logs would be reviewed daily by supervisory personnel to ensure regulatory compliance and appropriate fatigue management. Because the vehicles are rarely driven and highly regulated by States when being transported, with minimal highway exposure, the driving public would not be adversely affected, and the safety of these specialized vehicles would not be compromised due to unwieldy device installations in an already cramped operator's compartment.

A copy of MBI's application for exemption is available for review in the docket for this notice.

Issued on: July 3, 2017.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2017–14377 Filed 7–7–17; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FTA Supplemental Fiscal Year (FY) 2017 Apportionments, Allocations, and Program Information

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: The Federal Transit Administration (FTA) annually publishes one or more notices to apportion funds appropriated by law. This is the second notice which announces the remaining apportionment for programs funded with Fiscal Year (FY) 2017 contract authority.

FOR FURTHER INFORMATION CONTACT: For general information about this notice contact Kimberly Sledge, Director, Office of Transit Programs, at (202) 366–2053. Please contact the appropriate FTA regional office for any specific requests for information or technical assistance. A list of FTA regional offices and contact information is available on the FTA Web: *www.transit.dot.gov*.

SUPPLEMENTARY INFORMATION:

I. Overview

Funding appropriated to FTA's public transportation assistance programs under the Further Continuing and Security Assistance Appropriations Act, 2017 (Pub. L. 114–254) expired on April 28, 2017. Since that time, Congress has enacted the Consolidated Appropriations Act, 2017, Public Law 115–31 on May 5, 2017 (Appropriations Act, 2017) that allows FTA to continue its current program funding through September 30, 2017.

The Appropriations Act, 2017 gave FTA appropriated resources for Administrative Expenses, Formula, Competitive and Research Programs, Capital Investment Grants (CIG), Technical Assistance and Training Programs, grants to the Washington Metropolitan Area Transportation Authority, and other FTA programs totaling $12,414,502,043. The Appropriations Act, 2017 provides an obligation limitation of $9,733,706,043 of contract authority for FTA programs funded from the Mass Transit Account of the Highway Trust Fund, $2,680,796,000 funded from General Fund accounts and an additional $117,839,000 of prior year recovered funds for CIG.

On January 19, 2017, FTA published an apportionments notice that apportioned approximately 7/12ths of the FY 2017 authorized contract authority among potential program recipients based on contract authority that was available from October 1, 2016 through April 28, 2017 (82 FR 12). That notice also provided relevant information about the FY 2017 funding available and grant management and application procedures. A copy of that notice and accompanying tables can be found on the FTA Web: *www.transit.dot.gov/funding/apportionments*.

This document provides notice to stakeholders that FTA is apportioning the remainder of the full-year FY 2017 authorized contract authority through September 30, 2017—among potential program recipients according to statutory formulas in 49 U.S.C. Chapter 53. FTA has posted tables displaying the funds available to eligible states and urbanized areas on the FTA Web: *www.transit.dot.gov/funding/apportionments*. In addition, the National Transit Database (NTD) and Census Data used in the funding formulas can be found at the same location.

II. Formula Apportionments

FTA's full-year FY 2017 formula apportionment tables continue to rely on the Census data and National Transit Database (NTD) data that was used to calculate the FY 2017 Continuing Resolution (CR) tables. A detailed description of the NTD and Census data used in the calculations can be found in FTA's Apportionment Notice published in conjunction with the FY 2017 CR tables. (**Federal Register** Vol. 82, No. 12, January 19, 2017).

FTA's FY 2017 CR tribal transit formula table inadvertently omitted three tribes eligible for formula funding in FY 2017: The Mashantucket Pequot Tribal Nation, the Hualapai Indian Tribe, and the Mashpee Wampanoag Tribe. Apportionments for these tribes are included in FTA's full year tribal transit formula table.

III. Program Highlights and Grants Guidance

A. State Safety Oversight Program Certification

Federal transit law requires States with rail transit systems operating within their jurisdictions to establish a State Safety Oversight (SSO) program that must be certified by the Federal Transit Administration (FTA) by April 15, 2019. The FTA is prohibited by law from awarding any funds to any transit agency within a State that fails to obtain certification by the deadline. The FTA recommends that States submit their complete SSO program certification applications by April 15, 2018, but no later than September 30, 2018. For more information on the certification requirements, please visit the FTA Web: *www.transit.dot.gov/regulations-and-guidance/safety/transit-safety-oversight-tso*.

B. 100 Bus Special Rule

Section 165 of the Consolidated Appropriations Act, 2017 amended the law governing the special provision for operating assistance under 5307(a)(2), commonly known as the 100-bus special rule, by replacing the exception to the special rule established in the FAST Act with a new alternative method for determining the amounts that may be used for operating assistance. Under 5307(a)(2)(A), transit agencies that operate between 76 and 100 buses in maximum revenue service may use 50 percent of the share of the UZA's apportionment attributable to them based on vehicle revenue hours reported to the NTD. Transit agencies that operate 75 or fewer buses in maximum revenue service may use 75 percent of the share of the UZA's apportionment attributable to them based on vehicle revenue hours reported to the NTD. These amounts are published in Apportionment Table 3–A.

The recently enacted amendment under 5307(a)(2)(B), provides an alternative to these amounts by allowing qualifying recipients with between 76 and 100 buses in maximum revenue service to receive operating assistance in an amount not to exceed 50 percent of the amount allocated to such systems through the local planning process and in the designated recipient's final program of projects. Likewise, recipients with 75 or fewer buses in maximum revenue service may now receive operating assistance in an amount not to exceed 75 percent of the amount allocated to such systems through the local planning process and in the designated recipient's final program of projects. However, in both cases, the resulting amount under this alternative may not exceed the maximum amount based on vehicle revenue hours by more than 10 percent. FTA has published these amounts and related information in Apportionment Table 3–A.

Agencies interested in utilizing the recently enacted alternative are advised that the new alternative operating assistance cap under 5307(a)(2)(B) is only available as a percentage of the actual program funding allocated to their agency for projects. For example, consider an agency that operates 80 buses in maximum service that is permitted to use $100,000 for operating expenses under the original 5307(a)(2)(A) operating assistance cap. If this agency chooses to use the new 5307(a)(2)(B) alternative, it may use up to $110,000 for operating assistance, but to do so it must have been allocated at least $220,000 through the planning process ($220,000 allocation/50 percent = $110,000). The exception to this provision previously authorized at 5307(a)(3), permitting recipients in an urbanized area to agree in writing on an alternative method for allocating funding available for operating assistance, has been repealed and no longer applies.

C. Fixed Guideway Capital Investment Grants Program

Section 161 of the Consolidated Appropriations Act, 2017 extends the period of availability of FY 2017 Fixed Guideway Capital Investment Grants (CIG) program funds through September 30, 2021. Please note that the President's Budget for FY 2018 proposes no funding for new CIG projects, and thus project sponsors should understand they are undertaking work on projects at their own risk which may not receive CIG funding.

Matthew J. Welbes,

Executive Director.

[FR Doc. 2017–14403 Filed 7–7–17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD 2017–0117]

Maritime Workforce Working Group Request for Public Input

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice and request for comments.

SUMMARY: The Maritime Administration (MARAD) invites public comment to examine and assess the size of the pool of United States citizen mariners necessary to support the United States flag fleet in times of national emergency. The purpose of this public notice is to gather comments to assist in the development of a statutorily mandated report to Congress with actionable recommendations.

DATES: The deadline to submit comments is July 31, 2017. See *Submitting Your Comments and Opinions* below for specific directions.

ADDRESSES: Comments should refer to the docket number above and submitted by one of the following methods:

- *Federal Rulemaking Portal: http://www.regulations.gov/.* Follow the online instruction for submitted comments.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

Hand Delivery: 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: Tania Adames, Transportation Industry