

have tribal implications that require consultation under E.O. 13175.

#### *J. Rule Summary*

This notice proposes to reduce reporting requirements associated with the statute that directs that State highway safety programs result from meaningful public participation and engagement. As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [www.regulations.gov](http://www.regulations.gov), Docket No. NHTSA–2025–0061, in the **SUMMARY** section of this proposed rule.

#### *K. Regulation Identifier Number (RIN)*

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda twice a year. You may use the RIN contained in the heading at the beginning of this document to find this action in the Unified Agenda.

#### *L. Privacy Act*

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to inform its rulemaking process. DOT posts these comments, without edit, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice, DOT/ALL–14 FDMS, accessible through [www.dot.gov/privacy](http://www.dot.gov/privacy). In order to facilitate comment tracking and response, NHTSA encourages commenters to provide their name, or the name of their organization; however, submission of names is optional. Anyone is able to 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>.

#### **List of Subjects in 23 CFR Part 1300**

Grant programs—transportation, Highway safety, Intergovernmental relations, Reporting and recordkeeping requirements, Administrative practice and procedure, Alcohol abuse, Drug abuse, Motor vehicles—motorcycles.

For the reasons stated in the preamble, under the authority of 23 U.S.C. 401 *et seq.*, the National Highway Traffic Safety Administration proposes to amend title 23 CFR part 1300 as follows:

### **PART 1300—UNIFORM PROCEDURES FOR STATE HIGHWAY SAFETY GRANT PROGRAMS**

■ 1. The authority citation for part 1300 continues to read as follows:

**Authority:** 23 U.S.C. 402; 23 U.S.C. 405; Sec. 1906, Pub. L. 109–59, 119 Stat. 1468, as amended by Sec. 25024, Pub. L. 117–58, 135 Stat. 879; delegation of authority at 49 CFR 1.95.

#### **Subpart A—General**

■ 2. Amend § 1300.3 by revising the definition of Triennial Highway Safety Plan to read as follows:

\* \* \* \* \*

*Triennial Highway Safety Plan (triennial HSP)* means the document that the State submits once every three fiscal years documenting its highway safety program, including the State's highway safety planning process and problem identification, performance plan, countermeasure strategy for programming funds, and performance report.

\* \* \* \* \*

#### **Subpart B—Triennial Highway Safety Plan and Annual Grant Application**

■ 3. Amend § 1300.11 by  
■ a. revising paragraph (b)(1)(i) to read as follows:

\* \* \* \* \*

(b) \* \* \*

(1) \* \* \*

(i) Description of the processes, data sources, and information used by the State in its highway safety planning (*i.e.*, problem identification, performance measures, and countermeasure strategies); and

\* \* \* \* \*

■ b. by removing and reserving paragraph (b)(2).

■ 4. Amend § 1300.13 by revising paragraph (b)(3)(i) to read as follows:

\* \* \* \* \*

(b) \* \* \*

(3) \* \* \*

(i) The specific political subdivision is involved in the planning process of the State's highway safety program (for example, as part of the State's public participation and engagement, as part of the State's planning for the annual grant application, or as part of ongoing planning processes), and the State then enters into agreements based on identification of need by the political subdivision and implements the project or activity accordingly. The State must maintain documentation that shows the political subdivision's participation in the planning processes (*e.g.*, meeting minutes, data submissions, etc.), and

also must obtain written acceptance by the political subdivision of the project or activity being provided on its behalf prior to implementation.

\* \* \* \* \*

Issued in Washington, DC, under authority delegated in 49 CFR 1.81 and 1.95 and 49 CFR 501.4 and 501.5.

**Peter Simshauser,**  
*Chief Counsel, NHTSA.*

[FR Doc. 2025–18182 Filed 9–18–25; 8:45 am]

**BILLING CODE 4910–59–P**

### **DEPARTMENT OF HOMELAND SECURITY**

#### **Coast Guard**

#### **33 CFR Part 100**

[Docket Number USCG–2025–0410]

**RIN 1625–AA08**

#### **Special Local Regulation; Clinch River, Oak Ridge, TN**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard is proposing to establish a special local regulation for certain waters of the Clinch River. This action is necessary to provide for the safety of life on these navigable waters near Oak Ridge, TN, during a regatta from December 12 through December 13, 2025. This proposed rulemaking would prohibit persons and vessels from being in the regulated area unless authorized by the Captain of the Port Sector Ohio Valley or a designated representative. We invite your comments on this proposed rulemaking.

**DATES:** Comments and related material must be received by the Coast Guard on or before October 20, 2025.

**ADDRESSES:** You may submit comments identified by docket number USCG–2025–0410 using the Federal Docket Management System at <https://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the

**SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments. This notice of proposed rulemaking with its plain-language, 100-word-or-less proposed rule summary will be available in this same docket.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this proposed rulemaking, call or email Petty Officer Third Class Zachary T. Epps and MSD Nashville Waterways Department, U.S. Coast Guard; telephone +1 (206) 815–7006, email [MSDNashville@uscg.mil](mailto:MSDNashville@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

## I. Table of Abbreviations

CFR Code of Federal Regulations  
 DHS Department of Homeland Security  
 FR Federal Register  
 NPRM Notice of proposed rulemaking  
 § Section  
 U.S.C. United States Code  
 ORRA Oak Ridge Rowing Association  
 USCG United States Coast Guard  
 OMB Office of Management and Budget

## II. Background, Purpose, and Legal Basis

The Oak Ridge Rowing Association (ORRA) notified the United States Coast Guard (USCG) that it will be conducting a rowing regatta from 12 p.m. through 4 p.m. on both December 12, 2025, and December 13, 2025. The regatta will take place on the Clinch River from mile marker 49.5 to 52. The Captain of the Port Sector Ohio Valley (COTP) has determined that potential hazards associated with the regatta would be a safety concern for anyone within the special local regulation.

The purpose of this rulemaking is to ensure the safety of vessels and the navigable waters within Clinch River Mile Markers 49.5–52 before, during, and after the scheduled event. The USCG is proposing this rulemaking under authority in 46 U.S.C. 70041.

## III. Discussion of Proposed Rule

The COTP is proposing to establish a special local regulation that would be enforced from 12 p.m. through 4 p.m. on both December 12, 2025, and December 13, 2025. The regulated area would cover all navigable waters of the Clinch River between mile markers 49.5 to 52. The duration of the zone is intended to ensure the safety of participating vessels, the public, and these navigable waters before, during, and after the scheduled regatta. No vessel or person would be permitted to enter the regulated area without obtaining permission from the COTP or a designated representative. The regulatory text we are proposing appears at the end of this document.

## IV. Regulatory Analyses

We developed this proposed rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analysis based on the number of these statutes and Executive orders.

### A. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small

businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. The event will be on the Clinch River which has little commercial traffic, and during a time of year when recreational traffic will be minimal. The regulation will also only be enforced for four hours per day, over two days. Moreover, the Coast Guard would issue a Broadcast Notice to Mariners via VHF–FM marine channel 16 about the zone, and the rulemaking would allow vessels to seek permission to enter the zone.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this proposed rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this proposed rule. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

### B. Collection of Information

This proposed rule would not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

### C. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132 (Federalism), if it has a substantial direct effect on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this proposed rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this proposed rule does not have tribal implications under Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments) because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. If you believe this proposed rule has implications for federalism or Indian tribes, please call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

### D. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this proposed rule would not result in such an expenditure, we do discuss the potential effects of this proposed rule elsewhere in this preamble.

### E. Environment

We have analyzed this proposed rule under Department of Homeland Security Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4370f), and have made a preliminary determination that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This proposed rule involves a special local regulation lasting four hours per day, over the course of two days, that would prohibit entry within a 2.5 mile stretch of the Clinch River. Normally such actions are categorically excluded from further review under paragraph L61 of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. A preliminary Record of Environmental Consideration supporting this determination is available in the docket. For instructions on locating the docket, see the **ADDRESSES** section of this preamble. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

## V. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

**Submitting comments.** We encourage you to submit comments through the Federal Docket Management System at <https://www.regulations.gov>. To do so, go to <https://www.regulations.gov>, type USCG–2025–0410 in the search box and click “Search.” Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If you cannot submit your material by using <https://www.regulations.gov>, call or email the person in the **FOR FURTHER INFORMATION CONTACT** section of this proposed rule for alternate instructions.

**Viewing material in the docket.** To view documents mentioned in this proposed rule as being available in the docket, find the docket as described in the previous paragraph, and then select “Supporting & Related Material” in the Document Type column. Public comments will also be placed in our online docket and can be viewed by following instructions on the <https://www.regulations.gov> Frequently Asked Questions web page. Also, if you click on the Dockets tab and then the

proposed rule, you should see a “Subscribe” option for email alerts. The option will notify you when comments are posted, or a final rule is published.

**Personal information.** We accept anonymous comments. Comments we post to <https://www.regulations.gov> will include any personal information you have provided. For more information about privacy and submissions to the docket in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

### List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard is proposing to amend 33 CFR part 100 as follows:

### PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

■ 1. The authority citation for part 100 continues to read as follows:

**Authority:** 46 U.S.C. 70041; 33 CFR 1.05–1.

■ 2. Add § 100.T899–0410 to read as follows:

#### § 100.T899–0410 Clinch River Mile Marker 49.5 to 52, Oak Ridge, TN.

(a) *Regulated area.* The regulations in this section apply to the following area: Clinch River Mile Marker (MM) 49.5 to 52, extending the entire width of the river.

(b) *Definitions.* As used in this section—

*Designated representative* means a Coast Guard Patrol Commander,

including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel and a Federal, State, and local officer designated by or assisting the Captain of the Port (COTP) Sector Ohio Valley in the enforcement of the regulations in this section.

*Participant* means all persons and vessels registered with the event sponsor as a participant in the race.

(c) *Regulations.* (1) All non-participants are prohibited from entering, transiting through, anchoring in, or remaining within the regulated area described in paragraph (a) of this section unless authorized by the Captain of the Port Sector Ohio Valley or their designated representative.

(2) To seek permission to enter, contact the COTP or the COTP’s representative by phone at (502) 779–5422. Those in the regulated area must comply with all lawful orders or directions given to them by the COTP or the designated representative.

(3) The COTP will provide notice of the regulated area through advanced notice via broadcast notice to mariners and by on-scene designated representatives.

(d) *Enforcement period.* This section will be enforced from 12 p.m. through 4 p.m. on both December 12, 2025, and December 13, 2025.

Dated: September 4, 2025.

**Randy L. Preston,**

*Captain, U.S. Coast Guard, Captain of the Port, Ohio Valley.*

[FR Doc. 2025–18153 Filed 9–18–25; 8:45 am]

**BILLING CODE 9110–04–P**