

Environmental Policy Act (NEPA) on a proposal to improve access between the Hunts Point Peninsula and the Sheridan and Bruckner Expressways (I–895 and I–278).

The Hunts Point Peninsula is located in the South Bronx, New York, and is home to the Hunts Point Food Distribution Center, the largest food distribution facility in the nation. The Hunts Point Peninsula is also home to many industrial and commercial properties outside of the food distribution center. There is also a residential area in the northeastern portion of the peninsula. To access the food distribution center, vehicles must exit the interstate highway network and use local streets. The needs for the project are to improve access to and from the Hunts Point Peninsula and the Hunts Point Food Distribution Center/commercial establishments, to address the existing non-standard geometric features of the Bruckner/Sheridan Interchange to improve operations, and to address infrastructure deficiencies on the Bruckner Expressway viaduct and ramps and truss bridge carrying westbound Bruckner Expressway and Bruckner Boulevard over Amtrak.

The purpose of the project is to provide improved access between the Hunts Point Peninsula and the Sheridan and Bruckner Expressways for automobiles and trucks traveling to and from the commercial businesses located on the peninsula. In addition, the project will address structural and operational deficiencies related to the existing infrastructure within the established project limits.

A reasonable range of alternatives is currently being developed and will be refined during the NEPA scoping process in consideration of agency and public comments received.

Letters describing the proposed action and soliciting comments will be sent to Cooperating and Participating Agencies. Public and agency outreach will include a formal public scoping meeting, a public hearing, and meetings with Cooperating and Participating Agencies. Public notice will be given of the date, time, and location of the scoping meeting and hearing. To assist in determining the scope of issues to be addressed and identifying the significant issues related to the proposed action, the general public will have the opportunity to submit written comments at the scoping meeting and during a scoping comment period. The draft EIS will be available for public and agency review and comment prior to the public hearing.

Comments or questions concerning this proposed action should be directed

to the NYSDOT and FHWA at the addresses provided above.

Issued on: May 8, 2017.

Peter W. Osborn,

Division Administrator, Albany, New York.

[FR Doc. 2017–10260 Filed 5–19–17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2017–0002–N–15]

Survey of Plant and Insular Tourist Railroads Subject to FRA Bridge Safety Standards

AGENCY: Federal Railroad Administration (FRA) Department of Transportation (DOT).

ACTION: Notice and request for information.

SUMMARY: FRA is issuing this notice to supplement a prior notice and request for comments by which FRA requested railroads serving a plant, and moving railroad equipment over bridges within the plant, or the plant itself, to advise FRA by email or telephone if there are railroad bridges within the plant potentially subject to FRA Bridge Safety Standards. FRA also requested insular tourist railroads with tracks supported by one or more bridges to advise FRA of the existence of their bridges by email or telephone. This notice provides the email address railroads should use and extends the date to submit comments in response to the prior notice.

DATES: Comments must be received no later than July 21, 2017.

FOR FURTHER INFORMATION CONTACT:

David Killingbeck, Chief Engineer—Structures, Bridge & Structures Division, Office of Technical Oversight, FRA, 1200 New Jersey Avenue SE., 3rd Floor—West, Washington, DC, 20590, (202) 493–6251.

SUPPLEMENTARY INFORMATION: Email notifications responding to FRA's notice and request for information published April 11, 2017 (*see* 82 FR 17498) should be sent to FRAPlantTouristSurvey@dot.gov and include the name of the plant or insular tourist railroad, that entity's address (including city and State), and a contact name, telephone number, and email address. Notification may also be made by telephone to David Killingbeck at (202) 493–6251. The date for comments in response to the notice and request for information published in the **Federal Register** on April 11,

2017, has been extended to the date listed in the **DATES** section above.

John Seguin,

Acting Chief Counsel.

[FR Doc. 2017–10294 Filed 5–19–17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[OST Docket No. DOT–OST–2010–0140]

Notice of Submission of Proposed Information Collection to OMB

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 this notice announces the Department of Transportation's (Department) intention to reinstate an Office of Management and Budget (OMB) control number for the collection and posting of certain aviation consumer protection-related information from U.S. carriers and foreign carriers. On April 25, 2011, the DOT issued a final rule that, among other things, extended existing consumer protection requirements that previously applied only to U.S. carriers to foreign carriers and required that certain U.S. and foreign air carriers report tarmac delay information to the DOT for passenger operations that experience a tarmac delay time of 3 hours or more at a U.S. airport (*See*, DOT–OST–2010–0140). This request seeks to reinstate the control number that is associated with the information collection requirements in that rule, OMB Control Number 2105–0561.

DATES: Comments on this notice must be received by July 21, 2017. Interested persons are invited to submit comments regarding this proposal.

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

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Ave. SE., West Building Ground Floor Room W–12/140, Washington, DC 20590–0001;
- *Hand delivery:* West Building Ground Floor, Room W–12/140, 1200 New Jersey Ave. SE., between 9 a.m. and 5 p.m., Monday through Friday,

except Federal holidays. The telephone number is 202-366-9329.

FOR FURTHER INFORMATION CONTACT:

Kimberly Graber or Daeleen Chesley, Office of the Secretary, Office of the Assistant General Counsel for Aviation Enforcement and Proceedings (C-70), Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC 20590, 202-366-9342 (voice) 202-366-7152 (fax) or at Kimberly.Graber@dot.gov or Daeleen.Chesley@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Submission of Miscellaneous Information Collection Systems as Required by the Department's Rules to Enhance Airline Passenger Protections. *OMB Control Number:* 2105-0561.

On April 25, 2011, the Department issued a rule to enhance airline passenger protections that, among other things, extended to foreign carriers the requirement to post tarmac delay plans, customer service plans, and contracts of carriage on their Web sites. This requirement had previously only applied to U.S. carriers. The rule also required that U.S. air carriers that operate passenger service and foreign air carriers that operate scheduled passenger service to or from the U.S. retain for two years certain information about any ground delay that lasts at least three hours, adopt a Customer Service Plan, audit its adherence to the plan annually, and retain the results for two years. In addition, a prior rule issued on December 30, 2009, required that each reporting air carrier (*i.e.*, currently U.S. carriers that account for at least 1 percent of domestic scheduled passenger revenues) display on its Web site information on each listed flight's on-time performance for the previous month for both the carrier's flights and those of its non-reporting code-share carriers.

A Federal agency generally cannot conduct or sponsor a collection of information, and the public is generally not required to respond to an information collection, unless it is approved by the OMB under the PRA and displays a currently valid OMB Control Number. In addition, notwithstanding any other provisions of law, no person shall generally be subject to penalty for failing to comply with a collection of information if the collection of information does not display a valid OMB Control Number. See 5 CFR 1320.5(a) and 1320.6.

This notice addresses five information collection requirements concerning information collection requirements set forth in the Department's airline passenger protection rules. The reinstated OMB control number will be

applicable to all information collection systems set forth in this notice. For each of these information collections, the title, a description of the respondents, and an estimate of the annual recordkeeping and periodic reporting burden are set forth below:

1. Requirement to post customer service plans and contracts of carriage on a carrier's Web site. (259.2 and 259.6)

Title: Posting of Customer Service Plan and Contract of Carriage on Web site.

Respondents: U.S. carriers that operate scheduled passenger or public charter service and foreign air carriers operating scheduled passenger or public charter service to or from the United States, using any aircraft with a designed seating capacity of 30 or more seats. Applicable to U.S. carriers that have a Web site and foreign carriers that have a Web site marketed toward U.S. consumers.

Estimated Number of Respondents: 45 U.S. airlines and 65 foreign carriers.

Estimated Total Burden on Respondents: 27 hours and 30 minutes (1,650 minutes, average of 15 minutes per U.S. carrier to post plans and contracts of carriage on Web site).

Frequency: One time per respondent.

2. Requirement to retain for two years information about any tarmac delay that lasts at least three hours. (259.2 and 259.4)

Title: Retaining Ground Delay Information.

Respondents: U.S. carriers that operate or market scheduled or public charter passenger service using any aircraft with a designed seating capacity of 30 or more seats, and foreign air carriers that operate or market scheduled or public charter passenger service to and from the United States using any aircraft with a designed seating capacity of 30 or more seats. To be covered, the tarmac delay must have occurred at a U.S. large hub, medium hub, small hub or non-hub airport.

Estimated Number of Respondents: 61 U.S. and 93 foreign carriers.

Estimated Annual Burden on Respondents: A maximum of 88 hours (5,280 minutes) for a U.S. respondent and a maximum of 32 hours (1,920 minutes) for a foreign respondent. The estimate was calculated multiplying the estimated time to retain information about one ground delay (2 hours) by the total number of ground delay incidents lasting at least three hours per U.S. respondent (a maximum of 44 incidents, derived from analysis of tarmac delays for CY2016).

For foreign respondents, the estimate was similarly calculated by multiplying the estimated time to retain information

about one ground delay (4 hours) by the total number of ground delay incidents lasting at least three hours for CY2016 (a maximum of 8 incidents).

Estimated Total Annual Burden: A maximum of 530 hours (31,800 minutes) for all respondents. For U.S. carriers, the subtotal was determined by multiplying the sum of the total per report time (2 hours) for U.S. carriers by the total number of CY2016 ground delay incidents lasting at least three hours for all U.S. carriers (159 total incidents). For foreign carriers the subtotal was determined by multiplying the per report time (4 hours) for foreign carriers multiplied by the total number of ground delay incidents lasting at least three hours for the foreign carriers (53 total incidents). The estimate was calculated by adding the sum of the two subtotals for all CY2016 tarmac delays lasting at least three hours (318 hours for U.S. carriers plus 212 hours for foreign carriers).

Frequency: A maximum of 44 ground delay information sets to retain per year for a single respondent. (*N.b.* Some air carriers may not experience any ground delay incidents of at least three hours in a given year, while one air carrier experienced 44 three-hour plus delays in CY2016 according to data reported to the Bureau of Transportation Statistics).

3. Requirement that certain U.S. and foreign air carriers retain for two years the results of its annual self-audit of its compliance with its Customer Service Plan. (259.2 and 259.5)

Title: Retaining Self-audit of Customer Service Plan.

Respondents: U.S. carriers that operate scheduled passenger service using any aircraft with a designed seating capacity of 30 or more seats, and foreign air carriers that operate scheduled passenger service to and from the United States using any aircraft with a designed seating capacity of 30 or more seats.

Number of Respondents: 45 U.S. and 70 foreign carriers.

Estimated Annual Burden on Respondents: 15 minutes per year for each respondent. The estimate was calculated by multiplying the estimated time to retain a copy of the carrier's self-audit of its compliance with its Customer Service Plan by the number of audits per carrier in a given year (1).

Estimated Total Annual Burden: A maximum of 28 hours and 30 minutes (1,725 minutes) for all respondents. The estimate was calculated by multiplying the time in a given year for each carrier to retain a copy of its self-audit of its compliance with its Customer Service Plan (15 minutes) by the total number of covered carriers (115 carriers).

Frequency: One information set to retain per year for each respondent.

4. Requires that each large U.S. carrier display on its Web site, at a point before the consumer selects a flight for purchase, the following information for each listed flight regarding its on-time performance during the last reported month: The percentage of arrivals that were on time (within 15 minutes of scheduled arrival time), the percentage of arrivals that were more than 30 minutes late (with special highlighting if the flight was more than 30 minutes late more than 50 percent of the time), and the percentage of flight cancellations if the flight is cancelled more than 5% of the time. In addition, a marketing/reporting carrier display delay data for its non-reporting code-share carrier(s). (234.11)

Title: Displaying On-time performance Information on Carrier Web site.

Respondents: Currently every U.S. carrier that accounts for at least one percent of scheduled passenger revenue and maintains a Web site.¹

Number of Respondents: 12 carriers.

Estimated Annual Burden on Respondents: 2 hours per month (24 hours) to cover both updates of a carrier's own delay data and updates of code-share delay data.

Estimated Total Annual Burden: No more than 288 hours (17,280 minutes) a year for all respondents. The estimate was calculated by multiplying the total number of hours per carrier per year for management of data links (24) by the number of covered carriers (12).

Frequency: Updating information for each flight listed on Web site 12 times per year (1 time per month) for each respondent (for both own carrier delay data and code-share delay data).

5. Requirement that certain carriers report tarmac delay data for tarmac delays exceeding 3 hours to the Department on a monthly basis. (244.2)

Title: Reporting Tarmac Delay Data for Tarmac Delays Exceeding 3 Hours

Respondents: U.S. carriers that operate scheduled passenger service or public charter service using any aircraft with a designed seating capacity of 30 or more seats, and foreign air carriers that operate scheduled passenger service to and from the United States

using any aircraft with a designed seating capacity of 30 or more seats. To be covered, the tarmac delay must have occurred at a U.S. large hub, medium hub, small hub or non-hub airport.

Number of Respondents: 61 U.S. and 70 foreign carriers.

Estimated Annual Burden on Respondents: 0.0 to 22.0 hours per U.S. respondent (the latter if 44 three-hour plus tarmac delays must be reported) and 0.0 to 4 hours per foreign respondent (the latter if 8 three-hour plus tarmac delays must be reported). This is estimating that each report takes 30 minutes to submit.

Estimated Total Annual Burden: 106 hours (6,360 minutes) for all respondents.

Frequency: One information set to submit per incident for each respondent that experiences a tarmac delay of 3 hours or more (212 three-hour plus tarmac delay reports total were submitted in CY16 to the Bureau of Transportation Statistics).

We invite comments on (a) whether the collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record on the docket.

Issued this 9th day of May, 2017, at Washington, DC.

Blane Workie,

Assistant General Counsel for Aviation Enforcement and Proceedings.

[FR Doc. 2017-10344 Filed 5-19-17; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF THE TREASURY

Agency Information Collection Activities; Submission for OMB Review; Comment Request; Multiple IRS Information Collection Requests

AGENCY: Departmental Offices, U.S. Department of the Treasury.

ACTION: Notice.

SUMMARY: The Department of the Treasury will submit the following information collection request(s) to the

Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, on or after the date of publication of this notice. The public is invited to submit comments on the collection(s) listed below.

DATES: Comments should be received on or before June 21, 2017 to be assured of consideration.

ADDRESSES: Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestions for reducing the burden, to (1) Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for Treasury, New Executive Office Building, Room 10235, Washington, DC 20503, or email at OIRA_Submission@OMB.EOP.gov and (2) Treasury PRA Clearance Officer, 1750 Pennsylvania Ave. NW., Suite 8142, Washington, DC 20220, or email at PRA@treasury.gov.

FOR FURTHER INFORMATION CONTACT:

Copies of the submissions may be obtained by emailing PRA@treasury.gov, calling (202) 622-0489, or viewing the entire information collection request at www.reginfo.gov.

SUPPLEMENTARY INFORMATION:

Internal Revenue Service (IRS)

Title: Form 2032—Contract Coverage Under Title II of the Social Security Act.
OMB Control Number: 1545-0137.

Type of Review: Extension without change of a currently approved collection.

Abstract: U.S. citizens and resident aliens employed abroad by foreign affiliates of American employers are exempt from social security taxes. Under Internal Revenue Code section 3121(1), American employers may file an agreement on Form 2032 to waive this exemption and obtain social security coverage for U.S. citizens and resident aliens employed abroad by their foreign affiliates. The American employers can later file Form 2032 to cover additional foreign affiliates as an amendment to their original agreement.

Form: 2032.

Affected Public: Individuals or Households.

Estimated Total Annual Burden Hours: 158.

Title: Form 4562—Depreciation and Amortization (Including Information on Listed Property).

OMB Control Number: 1545-0172.

Type of Review: Extension without change of a currently approved collection.

Abstract: Taxpayers use Form 4562 to: claim a deduction for depreciation and/or amortization; make a section 179

¹ On January 1, 2018, covered carriers (*i.e.* "reporting carriers") will include air carriers that operate scheduled passenger service that accounts for at least 0.5 percent and less than 1.0 percent of domestic scheduled passenger revenue and that market flights directly to consumers via a Web site. The requirement will be included as part of this reinstated OMB Control Number. However, the requirement will not impact newly reporting carriers that do not maintain a Web site that displays flight schedules.