

contained in the instrument panel in plain view of the driver. In addition, an initial warning chime will sound. The message will be continuously displayed unless another serious condition is displayed in which case the messages would be alternating. Low fluid is redisplayed on subsequent ignition cycles.

The combination of the red brake ISO symbol, a detailed message on the instrument cluster for low fluid, and a warning chime provides the operator ample notification of a brake condition requiring action.

3. The parking brake on the subject vehicles is electronically activated by pushing a button labelled "P", which is located on the left side of the steering wheel. When the parking brake is engaged, the dual-function common ISO symbol will illuminate in red with additional visual feedback to the operator from illumination of a red indicator light located in the button. If the operator proceeds with the parking brake engaged, the brake will release automatically if (1) the engine is running, (2) the driver's door is closed, and (3) the driver's seat belt is fastened. These conditions are met most of the time, so the likelihood of driving with the parking brake engaged is limited. However, if one of these three prerequisite conditions is not fulfilled, the electric parking brake will not automatically release when the operator attempts to drive off. Under this circumstance, the red ISO symbol will flash, which makes it highly noticeable to the driver, the red parking brake button will remain illuminated, and a message will appear on the multifunction display. These three redundant visual indicators to the operator provide ample feedback that the parking brake remains activated. The agency also believes that the operator in many cases would be aware of an activated parking brake due to reduced vehicle drivability from brake drag.

4. When an ABS malfunction occurs, the amber ISO symbol with the word "ABS" embedded in it illuminates. Although this is the correct telltale word as specified in the standard, the lettering height is less than the required 3.2mm. There are two additional redundancies that provide notification to the operator of an ABS situation: The statement "ABS/PSM failure. Drive with caution" is displayed on the multifunction instrument cluster and an initial warning chime will sound. An operator is very unlikely to overlook these three separate notifications, and remedial action can be taken.

5. Lastly, the presence of ISO symbols instead of wording on the instrument

panel has no effect on the functionality and performance of the parking brake system, the service brake system, and the ABS system.

NHTSA believes that the subject noncompliances on these specific vehicles—use of the ISO symbol for low brake fluid and parking brake actuation and ABS malfunction instead of the required words—are inconsequential to motor vehicle safety, primarily because illumination of each ISO symbol is accompanied by multiple redundant operator notifications including messages on an instrument cluster display and audible chimes. The manufacturer has stated and we agree, that the ISO symbol usage for these specific vehicles is unlikely to lead to any misunderstanding since other sources of correct information beyond the provided telltales are available.

NHTSA's Decision: In consideration of the foregoing, NHTSA finds that PCNA has met its burden of persuasion that the FMVSS Nos. 101 and 135 noncompliances are inconsequential as they relate to motor vehicle safety. Accordingly, PCNA's petition is hereby granted and PCNA is consequently exempted from the obligation to provide notification of, and a remedy for, the subject noncompliance under 49 U.S.C. 30118 and 30120.

NHTSA notes that the statutory provisions (49 U.S.C. 30118(d) and 30120(h)) that permit manufacturers to file petitions for a determination of inconsequentiality allow NHTSA to exempt manufacturers only from the duties found in sections 30118 and 30120, respectively, to notify owners, purchasers, and dealers of a defect or noncompliance and to remedy the defect or noncompliance. Therefore, this decision only applies to the subject vehicles that PCNA no longer controlled at the time it determined that the noncompliance existed. However, the granting of this petition does not relieve vehicle distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery into interstate commerce of the noncompliant vehicles under their control after PCNA notified them that the subject noncompliance existed.

Authority: 49 U.S.C. 30118, 30120; Delegations of authority at 49 CFR 1.95 and 501.8.

Jeffrey M. Giuseppe,
Director, Office of Vehicle Safety Compliance.
[FR Doc. 2017-23208 Filed 10-24-17; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT-OST-2016-0053]

Establishment of Interim National Multimodal Freight Network

AGENCY: Office of the Secretary of Transportation (OST), Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Maritime Administration (MARAD), Saint Lawrence Seaway Development Corporation (SLSDC), and U.S. Department of Transportation (DOT).

ACTION: Notice of reopening of comment period and extension of deadline.

SUMMARY: DOT is extending the deadline and comment period for materials related to the Interim National Multimodal Freight Network (Interim NMFN), as established in a notice published on June 6, 2016 at 81 FR 36381. The original notice asked for comments by September 6, 2016. The reopening and extension of the comment period is based on input received from DOT stakeholders that the September 6, 2016 closing date did not provide sufficient time for submission of comments to the Department, as well as an analysis that some comments submitted by States did not include the required statutory certification. DOT agrees that the comment period should be reopened and extended. Therefore, the comment period on the establishment of the Interim NMFN is reopened.

DATES: Comments must be received on or before February 22, 2018 to receive consideration by DOT with respect to the final designation of the NMFN. Late-filed comments received after this date will be considered to the fullest extent practicable. Comments may be submitted by all interested stakeholders.

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., W12-140, Washington, DC 20590-0001.
- *Hand Delivery:* West Building Ground Floor, Room W12-140, 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.

• *Instructions:* You must include the agency name and docket number at the beginning of your comments. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. If you have any GIS shapefiles or other geographic information to submit to the docket, please email those files to ryan.endorf@dot.gov with the agency name and docket number in the email.

FOR FURTHER INFORMATION CONTACT:

Ryan Endorf, 202–366–4835 or email ryan.endorf@dot.gov.

SUPPLEMENTARY INFORMATION:

Background: Section 70103 of title 49, U.S.C., which was established in section 8001 of the Fixing America's Surface Transportation (FAST) Act, directs the Under Secretary of Transportation for Policy (Under Secretary) to establish a NMFN that will be used to: (1) Assist States in strategically directing resources toward improved system performance for the efficient movement of freight on the NMFN; (2) inform freight transportation planning; (3) assist in the prioritization of Federal investment; and (4) assess and support Federal investments to achieve the national multimodal freight policy goals described in section 70101(b) of title 49, U.S.C., and the national highway freight program goals described in section 167 of title 23, U.S.C.

On June 6, 2016, the Under Secretary established an Interim NMFN that includes the following components: (1) The National Highway Freight Network (NMFN), as established under section 167 of title 23, U.S.C.; (2) the freight rail systems of Class I railroads as designated by the Surface Transportation Board; (3) the public ports of the United States that have total annual foreign and domestic trade of at least 2,000,000 short tons, as identified by the Waterborne Commerce Statistics Center of the Army Corps of Engineers (USACE), using the data from the latest year for which such data are available; (4) the inland and intracoastal waterways of the United States, as described in section 206 of the Inland Waterways Revenue Act of 1978 (33 U.S.C. 1804); (5) the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported; (6) the 50 airports located in the United States with the highest annual landed weight, as identified by the FAA; and (7) other strategic freight assets, including strategic intermodal facilities and freight rail lines of Class II and Class III railroads, designated by the Under

Secretary as critical to interstate commerce.

The Interim NMFN was published in the **Federal Register** at 81 FR 36381 on June 6, 2016, and the public was invited to submit comments to the docket through September 6, 2016. In the **Federal Register** notice, DOT posed several questions for the public to consider, and States and other stakeholders were provided the opportunity to submit additional designations for consideration of inclusion to the Final NMFN to be designated by the Under Secretary. As part of their submission, States were required by statute to certify that they had satisfied the statutory requirements under 49 U.S.C. 70103(c)(4)(A) and that any additional designations submitted address the factors for designation under 49 U.S.C. 70103(c)(2). Per the statute, only States are required to submit this certification along with their comments; other stakeholders or members of the public do not have this requirement.

Several commenters stated in their comments to the docket that the initial 90-day comment period was insufficient in order to coordinate and prepare their comments and additional designations. In particular, multiple States stated that they did not have sufficient time to consider nominations from their public and private stakeholders, which is a requirement that these States would have needed to certify. Additionally, upon a review of comments submitted by the States, DOT has identified that many comments submitted by States lack the statutorily required certification and thus, DOT cannot consider those comments.

As a result, DOT is reopening the comment period for all stakeholders to submit comments on the Interim NMFN. Comments that have previously been submitted will continue to receive consideration, though States that previously submitted comments should refer to the below section on State Input. Any stakeholder or member of the public is free to submit new comments and to amend or supplement previously submitted comments. In the initial June 6, 2016 **Federal Register** notice establishing the Interim NMFN at 81 FR 36381, DOT posed a number of questions by mode and solicited input from the public. DOT continues to seek input on these questions and encourages the public to refer back to the original FR notice located at Docket Number DOT–OST–2016–0053. Previously submitted comments can also be viewed at this docket. Interested stakeholders and members of the public can find more information on the Interim NMFN,

including maps and tables by State, at <https://www.transportation.gov/freight/InterimNMFN>.

State Input: 49 U.S.C. 70103(c)(4)(D) requires that each State certify that they have considered nominations for additional designations from a wide range of stakeholders, including MPOs, State Freight Advisory Committees (as applicable), and owners and operators of port, rail, pipeline, and airport facilities. Each State proposing additional designations must certify that all additional designations are consistent with the Statewide transportation improvement program (STIP) or State freight plan. Finally, each State must also certify that each proposed designation addresses the factors listed in 49 U.S.C. 70103(c)(2). Each State comment must include a statement addressing these certifications in order to it to receive consideration from DOT. An example of an acceptable certification is the following: “The State of A certifies it considered nominations from the stakeholders and the State Freight Advisory Committee [as applicable], required under 49 U.S.C. 70103(c)(4)(A)(i) and (ii), in identifying additional NMFN designations within the State. These additional designations are consistent with the State’s Statewide Transportation Improvement Program and our State Freight Plan [as applicable—some States may not have a completed State Freight Plan]. Further, the State of A certifies that the proposed additional designations address the factors described in 49 U.S.C. 70103(c)(2).”

States are not required to resubmit any comments provided in response to the June 6, 2016 **Federal Register** notice unless the State did not provide a certification with their previously submitted comments. If no certification was provided, the State should resubmit their comments with a certification in order to receive consideration. If a State has already provided the required certification and is not seeking to modify those comments or proposed designations, they are not required to resubmit their original comments or certification. Any State offering changes to prior submitted comments, including proposed additional designations, modifications, or deletions, must include a new certification. States that are commenting for the first time must provide a certification to receive consideration. In all cases, the State must submit a written certification to the docket consistent with 49 U.S.C. 70103(c)(4)(D).

Public Comment: The DOT invites comments by all those interested in the NMFN. Comments on the Interim

NMFN may be submitted and viewed at Docket Number DOT-OST-2016-0053. Comments must be received on or before February 22, 2018 to receive full consideration by DOT with respect to the final designation of the NMFN. After February 22, 2018, comments will continue to be available for viewing by the public.

Dated: October 10, 2017.

Finch Fulton,

Deputy Assistant Secretary of Transportation for Policy.

[FR Doc. 2017-22315 Filed 10-24-17; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Availability of Draft DOT Strategic Plan for FY 2018–2022 and Request for Public Comment

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

ACTION: Notice of availability and request for public comment.

SUMMARY: The Office of the Secretary of Transportation invites the public to comment on the draft DOT Strategic Plan for FY 2018–2022.

DATES: Comments must be received on or before November 13, 2017.

ADDRESSES: Written comments may be submitted by email or U.S. mail. Respondents are encouraged to submit comments electronically to ensure timely receipt. Please include your name, title, organization, postal address, telephone number, and email address.

Email: dotstrategicplanning@dot.gov. Please include the full body of your comments in the text of the electronic message and as an attachment.

Mail: U.S. Department of Transportation, Office of the Under Secretary for Policy, Attn: Strategic Plan Comments, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Barbara McCann, Director, Office of Policy Development, Strategic Planning and Performance, Office of the Under Secretary for Policy, dotstrategicplanning@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

The Government Performance and Results Act (GPRA) of 1993, as amended by the GPRA Modernization Act of 2010 (Pub. L. 111–352), requires that Federal agencies revise and update their strategic plan at the beginning of each new presidential term, and in doing so,

solicit input from interested stakeholders.

The draft DOT Strategic Plan reflects the Secretary's priorities for achieving DOT's mission through four strategic goals:

- **Safety:** Reduce Transportation-Related Fatalities and Serious Injuries Across the Transportation System.
- **Infrastructure:** Invest in Infrastructure to Ensure Mobility and Accessibility and to Stimulate Economic Growth, Productivity and Competitiveness for American Workers and Businesses.
- **Innovation:** Lead in the Development and Deployment of Innovative Practices and Technologies that Improve the Safety and Performance of the Nation's Transportation System.
- **Accountability:** Serve the Nation with Reduced Regulatory Burden and Greater Efficiency, Effectiveness and Accountability.

These strategic goals are supported by objectives that reflect the outcomes DOT is trying to achieve and strategies that describe how DOT plans to make progress toward the objectives.

The draft DOT Strategic Plan for FY 2018–2022 may be accessed through the DOT Web site at <https://www.transportation.gov/dot-strategic-plan>.

DOT will consider all input and revise the draft DOT Strategic Plan as appropriate. DOT anticipates that the final DOT Strategic Plan for FY 2018–2022 will be submitted to Congress and posted on the DOT Web site in February 2018.

Dated: October 19, 2017.

Finch Fulton,

Deputy Assistant Secretary for Transportation Policy.

[FR Doc. 2017-23155 Filed 10-24-17; 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 requests 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 these requests.

DATES: Comments should be received on or before November 24, 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 from Jennifer Leonard 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: Return of Excise Taxes Related to Employee Benefit Plans.

OMB Control Number: 1545-0575.

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

Abstract: Code sections 4971, 4972, 4973(a)(3), 4975, 4976, 4977, 4978, 4978A, 4978B, 4979, 4979A and 4980 impose various excise taxes in connection with employee benefit plans. Form 5330 is used to compute and collect these taxes.

Form: Form 5330.

Affected Public: Businesses or other for-profits.

Estimated Total Annual Burden Hours: 540, 145.

Title: Information Reporting by Passport Applicants (REG-208274-86).

OMB Control Number: 1545-1359.

Type of Review: Revision of a currently approved collection.

Abstract: This document contains regulations that provide information reporting rules for certain passport applicants. The information provided by passport applicants will be used by the IRS for tax compliance purposes.

Forms: None.

Affected Public: Individuals or Households.

Estimated Total Annual Burden Hours: 1,213,354.

Title: Return of U.S. Persons With Respect to Certain Foreign Partnerships.

OMB Control Number: 1545-1668.

Type of Review: Revision of a currently approved collection.