any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The proposed rule change is to extend an established pilot program for an additional six months and continue to facilitate OTP Holders ability to close positions in worthless or not actively traded series.

C. Self-Regulatory Organization’s Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The Exchange has filed the proposed rule change pursuant to Section 19(b)(3)(A)(iii) of the Act and Rule 19b–4(f)(6) thereunder.9 Because the proposed rule change does not: (i) Significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative prior to 30 days from the date on which it was filed, or such shorter time as the Commission may designate, if consistent with the protection of investors and the public interest, the proposed rule change has become effective pursuant to Section 19(b)(3)(A) of the Act and Rule 19b–4(f)(6)(iii) thereunder.

A proposed rule change filed under Rule 19b–4(f)(6)10 normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b4(f)(6)(iii),11 the Commission may designate a shorter time if such action is consistent with the protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay so that the Pilot Program may continue without interruption. The Commission believes that the proposed rule change is consistent with the protection of investors and the public interest because it will allow the pilot to continue uninterrupted, thereby avoiding any potential investor confusion that could result from a temporary interruption in the pilot and allowing members to continue to benefit from the Pilot Program. Based on the foregoing, the Commission hereby waives the 30-day operative delay and designates the proposed rule operative upon filing.12

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings under Section 19(b)(2)(B)13 of the Act to determine whether the proposed rule change should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments
• Use the Commission’s Internet comment form (http://www.sec.gov/rules/sro.shtml); or
• Send an email to rule-comments@sec.gov. Please include File Number SR–NYSEARCA–2016–163 on the subject line.

Paper Comments
• Send paper comments in triplicate to Brent J. Fields, Secretary, Securities and Exchange Commission, 100 F Street NE., Washington, DC 20549–1090. All submissions should refer to File Number SR–NYSEARCA–2016–163 on the subject line.

Summary:

On October 18, 2016, under its emergency processing procedures, the Office of Management and Budget (OMB) approved the information collection activities associated with FRA’s Railworthiness Directive No. 2016–01. This 6-month approval expires on April 30, 2017. Since OMB’s approval of the information collection activities associated with Railworthiness Directive No. 2016–01, on November 18, 2016, FRA issued a revised Railworthiness Directive which supersedes the original Directive. FRA is now seeking approval for the revised information collection activities and associated burden listed below. Before submitting this information collection request (ICR) to OMB for approval, FRA is soliciting public comment on specific

9 17 CFR 240.19b–4(f)(6). In addition, Rule 19b–4(f)(6)(iii) requires the Exchange to give the Commission written notice of the Exchange’s intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change, or such shorter time as designated by the Commission. The Exchange has satisfied this requirement.
12 For purposes only of waiving the operative delay of this proposal, the Commission has considered the proposed rule’s impact on efficiency, competition, and capital formation. 15 U.S.C. 78s(f).
implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60 days’ notice to the public to allow comment on information collection activities before seeking OMB approval to implement them. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Accordingly, FRA invites interested persons to comment on the following summary of proposed information collection activities regarding: (1) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2) the accuracy of FRA’s estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques and other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(i)–(iv); 5 CFR 1320.8(d)(1)(i)–(iv).

FRA believes soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information that its actions mandate. In summary, FRA reasons that comments received will advance three objectives: (1) Reduce reporting burdens; (2) organize information collection requirements in a “user-friendly” format to improve the use of such information; and (3) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

Below is a brief summary of currently approved information collection activities that FRA will submit for clearance by OMB as required under the PRA:

**Title:** RAIL WORTHINESS DIRECTIVE (RWD) RWD No. 2016–01

<table>
<thead>
<tr>
<th>Section of RWD No. 2016–01 [REVISED]</th>
<th>Respondent universe</th>
<th>Total annual responses</th>
<th>Average time per response</th>
<th>Total annual burden hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identification of tank cars covered by the directive for certain railroad tank cars equipped with bottom outlet valve attachment welded by American Railcar Industries and ACF Industries (14,800 cars). Visual inspection of sump weld area of all tank cars identified under this directive (performed prior to each loaded trip)</td>
<td>20 tank car owners (100 lessees/sub-lessees).</td>
<td>20 ID reports ............... 4 hours ................. 80</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspect and test sump and BOV skid groove as stipulated in directive and maintain record results.</td>
<td>20 tank car owners (100 lessees/sub-lessees).</td>
<td>88,800 inspections/records. 5 min ...................... 7,400</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>20 tank car owners (100 lessees/sub-lessees).</td>
<td>2,200 records ............. 3 hours .................. 6,600</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For further information contact: Mr. Robert Brogan, Information Collection Clearance Officer, Office of Railroad Safety, Regulatory Analysis Division, RRS–21, Federal Railroad Administration, 1200 New Jersey Avenue SE., Mail Stop 25, Washington, DC 20590; or Ms. Kim Toone, Information Collection Clearance Officer, Office of Information Technology, RAD–20, Federal Railroad Administration, 1200 New Jersey Avenue SE., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, “Comments on OMB Control Number 2130–0616.” Alternatively, comments may be faxed to (202) 493–6216 or (202) 493–6497, or emailed to Mr. Brogan at Robert.Brogan@dot.gov, or Ms. Toone at Kim.Toone@dot.gov. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

**Affected Public:** Businesses (tank car owners, shippers, and tank car facilities).

**Respondent Universe:** 100 tank car owners.

**Frequency of Submission:** One-time; on occasion.

**Affected Public:** Businesses.

**Reporting Burden:**
This notice applies to all FTA decisions on the listed project as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321–4375], Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303], Section 106 of the National Historic Preservation Act [16 U.S.C. 470f], and the Clean Air Act [42 U.S.C. 7401–7671q]. This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices published in the Federal Register. The project and actions that are the subject of this notice are:

Project name and location: Durham-Orange Light Rail Transit Project North Carolina Central University Station Refinement, Chapel Hill and Durham, NC. Project sponsor: Research Triangle Regional Public Transportation Authority d/b/a Triangle Transit Authority d/b/a GoTriangle. Project description: The proposed project evaluates the inclusion of the North Carolina Central University Station Refinement into the Durham-Orange Light Rail Transit (D–O LRT) Project. The D–O LRT Project was originally evaluated in a combined Final Environmental Impact Statement/Record of Decision, dated February 11, 2016. The proposed project would extend the alignment of the D–O LRT Project 0.7 miles south of a reconfigured Alston Avenue Station, over Durham Freeway/North Carolina Highway 147,