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, and 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.


Peter W. Osborn, Division Administrator, Albany, New York.

[FR Doc. 2017–10260 Filed 5–19–17; 8:45 am]
BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

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]
BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary


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.


• 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,
passenger protection rules. Theforth in the Department’s airlinecollection requirements concerningcollection of information does notcollection of information if thenotwithstanding any other provisions ofinformation collection, unless it isapproved by the OMB under the PRAand displays a currently valid OMBapproved by the OMB under the PRASupplementary Information:
Title: Submission of MiscellaneousInformation Collection Systems asRequired by the Department’s Rules toEnhance Airline Passenger Protections.

OMB Control Number: 2105–0561.
On April 25, 2011, the Departmentissued 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 onlyapplied to U.S. carriers. The rule alsorequired that U.S. air carriers thatoperate scheduled passenger service andforeign air carriers that operate scheduledpassenger service to or from the U.S.retain for two years certain informationabout any ground delay that lasts at leastthree hours, adopt a Customer Service Plan,audit its adherence to the plan annually, andretain the results for two years. In addition, a prior rule issued on December 30, 2009, requiredthat each reporting air carrier (i.e.,currently U.S. carriers that account for at least 1 percent of domestic scheduledpassenger revenues) display on its Web sitenumber of CY2016 ground delay incidenstorelated to domestic scheduled passenger service to and from the United States, using any aircraft with a designed seating capacity of 30 or more seats. Applicable to U.S. carriers thathave a Web site and foreign carriers thathave a Web site marketed toward U.S.consumers.

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

Estimated Total Burden onRespondents: 27 hours and 30 minutes(1,650 minutes, average of 15 minutes per U.S. carrier to post plans andcontracts of carriage on Web site).
Frequency: One time per respondent.
2. Requirement to retain for two yearsinformation about any tarmac delay thatlasts at least three hours. (259.2 and259.4)

Title: Retaining Ground DelayInformation.

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

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

Estimated Annual Burden onRespondents: A maximum of 88 hours(5,280 minutes) for a U.S. respondentand a maximum of 32 hours (1,920 minutes) for a foreign respondent. The estimate was calculated multiplying theestimated time to retain information about one ground delay (2 hours) by thetotal number of ground delay incidentslasting 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 theestimated time to retain informationabout one ground delay (4 hours) by thetotal number of ground delay incidentslasting at least three hours for CY2016(a maximum of 8 incidents).

Estimated Total Annual Burden: Amaximum of 530 hours (31,800 minutes) forall respondents. For U.S. carriers, the subtotal was determined by multiplying thesum 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 grounddelay information sets to retain per yearyear for the results of its annual self-audit ofits compliance with its Customer Service Plan. (259.2 and 259.5)

Title: Retaining Self-audit of CustomerService Plan.

Respondents: U.S. carriers thatoperate 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. and70 foreign carriers.

Estimated Annual Burden onRespondents: 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: Amaximum 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 delays reports total were submitted in CY16 to the Bureau of Transportation Statistics).

Title: Reporting Tarmac Delay Data.

Respondents: 71 large U.S. carriers and 70 foreign carriers.

Number of Respondents: 71 large U.S. carriers and 70 foreign carriers.

Estimated Total Annual Burden: 61,008 hours (3,665,280 minutes) to cover additional foreign affiliates as an extension of a currently approved OMB Control Number. However, the requirement will not impact newly reporting carriers that do not maintain a Web site that displays flight schedules.

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.