

of marine biological diversity in areas beyond national jurisdiction.

We will provide a brief overview of topics to be discussed at the upcoming UN meeting and will listen to your comments, concerns, and questions about these issues. The information obtained from this meeting and any subsequent related meetings will be used to help us prepare for U.S. participation in international meetings and specifically U.S. participation in the July meeting of the Preparatory Committee. Documents and other information related to the Preparatory Committee can be found on this United Nations Web site: www.un.org/depts/los/biodiversity/prepcom.htm.

Reasonable Accommodation: This meeting is physically accessible to people with disabilities. Requests for sign language interpretation or other reasonable accommodation should be directed to (see **FOR FURTHER INFORMATION CONTACT**) at least 5 days prior to the meeting date. Requests received after that date will be considered but might not be possible to fulfill.

Chever Voltmer,

Acting Director, Office of Ocean and Polar Affairs, Bureau of Oceans and International, Environmental and Scientific Affairs, Department of State.

[FR Doc. 2017-11480 Filed 6-2-17; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. EP 682 (Sub-No. 8)]

2016 Tax Information for use In the Revenue Shortfall Allocation Method

AGENCY: Surface Transportation Board.

ACTION: Notice.

SUMMARY: The Board is publishing, and providing the public an opportunity to comment on, the 2016 weighted average state tax rates for each Class I railroad, as calculated by the Association of American Railroads (AAR), for use in the Revenue Shortfall Allocation Method (RSAM).

DATES: Comments are due by July 5, 2017. If any comment opposing AAR's calculation is filed, AAR's reply will be due by July 25, 2017. If no comments are filed by the due date, AAR's calculation of the 2016 weighted average state tax rates will be automatically adopted by the Board, effective July 6, 2017.

ADDRESSES: Comments may be submitted either via the Board's e-filing format or in traditional paper format. Any person using e-filing should attach a document and otherwise comply with the instructions at the E-FILING link on the Board's Web site at <http://www.stb.gov>. Any person submitting a filing in the traditional paper format should send an original and 10 copies referring to Docket No. EP 682 (Sub-No. 8) to: Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001.

FOR FURTHER INFORMATION CONTACT: Jonathon Binet, (202) 245-0368. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at (800) 877-8339.

SUPPLEMENTARY INFORMATION: The RSAM figure is one of three benchmarks that together are used to determine the reasonableness of a challenged rate under the Board's *Simplified Standards*

for *Rail Rate Cases*, EP 646 (Sub-No. 1), slip op. at 10 (STB served Sept. 5, 2007),¹ as further revised in *Simplified Standards for Rail Rate Cases—Taxes in Revenue Shortfall Allocation Method*, EP 646 (Sub-No. 2) (STB served Nov. 21, 2008). RSAM is intended to measure the average markup that the railroad would need to collect from all of its "potentially captive traffic" (traffic with a revenue-to-variable-cost ratio above 180%) to earn adequate revenues as measured by the Board under 49 U.S.C. 10704(a)(2) (i.e., earn a return on investment equal to the railroad industry cost of capital). *Simplified Standards—Taxes in RSAM*, slip op. at 1. In *Simplified Standards—Taxes in RSAM*, slip op. at 3, 5, the Board modified its RSAM formula to account for taxes, as the prior formula mistakenly compared pre-tax and after-tax revenues. In that decision, the Board stated that it would institute a separate proceeding in which Class I railroads would be required to submit the annual tax information necessary for the Board's annual RSAM calculation. *Id.* at 5-6.

In *Annual Submission of Tax Information for Use in the Revenue Shortfall Allocation Method*, EP 682 (STB served Feb. 26, 2010), the Board adopted rules to require AAR—a national trade association—to annually calculate and submit to the Board the weighted average state tax rate for each Class I railroad. See 49 CFR 1135.2(a). On May 25, 2017, AAR filed its calculation of the weighted average state tax rates for 2016, listed below for each Class I railroad:

WEIGHTED AVERAGE STATE TAX RATES
[In percent]

Railroad	2016	2015	% Change
BNSF Railway Company	5.288	5.271	0.017
CSX Transportation, Inc.	5.160	5.247	-0.087
Grand Trunk Corporation	7.761	7.767	-0.006
The Kansas City Southern Railway	5.447	5.430	0.017
Norfolk Southern Combined	5.410	5.501	-0.091
Soo Line Corporation	8.071	8.083	-0.012
Union Pacific Railroad Company	5.636	5.655	-0.019

Any party wishing to comment on AAR's calculation of the 2016 weighted average state tax rates should file a comment by July 5, 2017. See 49 CFR 1135.2(c). If any comments opposing AAR's calculations are filed, AAR's reply will be due by July 25, 2017. *Id.*

If any comments are filed, the Board will review AAR's submission, together with the comments, and serve a decision within 60 days of the close of the record that either accepts, rejects, or modifies AAR's railroad-specific tax information. *Id.* If no comments are filed

by July 5, 2017, AAR's submitted weighted average state tax rates will be automatically adopted by the Board, effective July 6, 2017. *Id.*

Decided: May 31, 2017.

¹ *Aff'd sub nom. CSX Transp., Inc. v. STB*, 568 F.3d 236 (D.C. Cir. 2009), *vacated in part on reh'g*,

CSX Transp., Inc. v. STB, 584 F.3d 1076 (D.C. Cir. 2009).

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Rena Laws-Byrum,
Clearance Clerk.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on a Land Use Change From Aeronautical to Non-Aeronautical Use for Revenue Generation of 5 Acres of Airport Land at Nantucket Memorial Airport, Nantucket, MA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for public comments.

SUMMARY: Notice is being given that the FAA is considering a request from the Town of Nantucket in Nantucket, MA, to change the current land use from aeronautical use to non-aeronautical use of a 5 acre parcel of land. The parcel is located in the northwestern quadrant of the airport and is adjacent to other non-airport parcels used for industrial and/or commercial use properties. The parcel is currently identified as surplus for non-aeronautical use on the airport's September 16, 2015 Airport Layout Plan. The parcel will be used to generate non-aeronautical revenue through the lease of land for industrial/commercial use. All revenues through the leasing of the parcel will continue to be subject to the FAA's revenue-use policy and dedicated to the maintenance and operation of Nantucket Memorial Airport.

DATES: Comments must be received on or before July 5, 2017.

ADDRESSES: You may send comments using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>, and follow the instructions on providing comments.

- *Fax:* 202-493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W 12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- *Hand Delivery:* Deliver to mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Interested persons may inspect the request and supporting documents by contacting the FAA at the address listed under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Mr. Jorge E. Panteli, Compliance and Land Use Specialist, Federal Aviation Administration New England Region Airports Division, 1200 District Avenue, Burlington, Massachusetts 01803. Telephone: 781-238-7618.

Issued in Burlington, Massachusetts, on May 24, 2017.

Mary T. Walsh,
Manager, ANE-600.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Mobile and Baldwin Counties, Alabama

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent to prepare a Supplemental Draft Environmental Impact Statement.

SUMMARY: The FHWA in cooperation with the Alabama Department of Transportation (ALDOT), will prepare a limited scope Supplemental Draft Environmental Impact Statement (SDEIS) for the I-10 Mobile River Bridge and Bayway Widening project in Mobile and Baldwin Counties, Alabama. The Draft Environmental Impact Statement (DEIS) was approved by FHWA on July 22, 2014. The purpose of the SDEIS is to evaluate new information regarding environmental impacts and changes in project conditions that have occurred since the July 2014 DEIS.

FOR FURTHER INFORMATION CONTACT: Mr. Mark D. Bartlett, Division Administrator, Federal Highway Administration, 9500 Wynlakes Place, Montgomery, Alabama 36117; Email: mark.bartlett@dot.gov; Telephone: (334) 274-6350.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the ALDOT, will prepare a limited scope SDEIS in accordance with 23 CFR 771.130(f) and 40 CFR 1502.9 for the proposed project which includes increasing the capacity of Interstate Route 10 (I-10) by constructing a new bridge across the Mobile River and increasing the capacity of I-10 across Mobile Bay from four to eight lanes. The DEIS for the project was approved on July 22, 2014 (FHWA-AL-EIS-14-01-D). The DEIS evaluated a wide range of alternatives, including the No Build Alternative and four Build Alternatives. Alternative B was identified as the Preferred Alternative. Public Hearings were held

on September 23 and September 29, 2014, following approval of the DEIS.

The purpose of the SDEIS is to identify changes, new information, and activities that have occurred in the project since the July 2014 DEIS. Based on coordination between FHWA and ALDOT, the issues to be addressed in the SDEIS will include, but are not limited to: Refinements in Alternative B', storm surge analysis, tolling as a funding mechanism, Section 4(f) Evaluation, Section 106 consultation, bicycle/pedestrian facilities, threatened and endangered species, ecological resources, hazardous materials, cultural resources surveys, and agency coordination and public outreach activities. The SDEIS will review information from the original DEIS, incorporate new information into the SDEIS, and update the impacts and analyses where changes have occurred since the DEIS was approved. The DEIS is available at:

www.mobileriverbridge.com.

The SDEIS will follow the same process and format as the original DEIS, except that scoping is not required. Following approval of the SDEIS, FHWA plans to issue a combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD).

Public involvement is a critical component of the National Environmental Policy Act (NEPA) project development process and will occur throughout the development of the environmental documents. Environmental documents will be made available for review by resources agencies and the public. Notification of the availability of the SDEIS for public and agency review will be made in the **Federal Register**, the project's Web site (www.mobileriverbridge.com), and through other methods to be jointly determined by FHWA and ALDOT. Those methods will identify where interested parties can go to review a copy of the SDEIS. The agency and public comment period on the SDEIS will end no sooner than 45 days after the Notice of Availability is published in the **Federal Register**.

Public Hearing(s) will be held following the availability of the SDEIS and as necessary. The Public Hearing(s) will be held in accessible locations and at convenient times. The Public Hearing(s) will be conducted by ALDOT and announced a minimum of 30 days in advance of the hearings. Individuals will be provided the opportunity to offer official comments by publicly expressing their views to representatives of ALDOT and others in attendance, privately to a court reporter, or by submitting written comments. The