The combination of the red brake ISO symbol, a detailed message on the instrument cluster for low fluid, and a warning chime will provide 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 ISO symbol will flash, which makes it highly noticeable to the driver, the red ISO symbol will flash, which makes it highly noticeable to the driver.

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 2.2 mm. 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

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.


Jeffrey M. Giuseppe,
Director, Office of Vehicle Safety Compliance.

[FR Doc. 2017–23208 Filed 10–24–17; 8:45 am]
strategic intermodal facilities and freight
located in the United States with the
ocean routes along which domestic
Lawrence Seaway, and coastal and
described in section 206 of the Inland
Center of the Army Corps of Engineers
least 2,000,000 short tons, as identified
annual foreign and domestic trade of at
Designated by the Surface
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
(NHFN), as established under section
167 of title 23, U.S.C.; (2) the freight
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 State’s
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).

Specific 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.

Finch Fulton,
Deputy Assistant Secretary of Transportation for Policy.

FOR FURTHER INFORMATION CONTACT:
[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 will be submitted to Congress and submitted by email or U.S. mail. Comments must be received on or before November 13, 2017 to receive full consideration.


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.

Finch Fulton,
Deputy Assistant Secretary for Transportation Policy.

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, 4979B, 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.