

DEPARTMENT OF STATE**[Public Notice: 9815]; [No. FMA–2016–04]****Designation and Determination Under the Foreign Missions Act**

Pursuant to the authority vested in the Secretary of State by the laws of the United States, including the Foreign Missions Act, codified at 22 U.S.C. 4301–4316 (the “Act”), and delegated by the Secretary to me as the Under Secretary of State for Management in Delegation of Authority No. 198, dated September 16, 1992, and after due consideration of the benefits, privileges, and immunities provided to missions of the United States abroad, as well as matters related to the protection of the interests of the United States, I hereby under section 202(a)(1) of the Act (22 U.S.C. 4302(a)(1)) designate employment authorization for dependents of foreign mission members in the United States as a benefit for purposes of section 204 of the Act (22 U.S.C. 4304).

I determine that employment authorization for dependents of foreign mission members shall be provided on such terms and conditions as the Office of Foreign Missions (OFM) may approve. Specifically, on the basis of reciprocity, and following notification to the foreign mission, OFM may require payment of a surcharge, or may impose processing delays, require additional documentation, or impose other restrictions or burdens on the foreign mission and/or applicant.

This action is reasonably necessary on the basis of reciprocity to protect the interests of the United States, adjust for costs and procedures of obtaining benefits for missions of the United States abroad, and carry out the policy set forth in section 201(b) of the Act (22 U.S.C. 4301(b)).

Dated: October 25, 2016.

Patrick F. Kennedy,
Under Secretary for Management,
Department of State.

[FR Doc. 2016–29599 Filed 12–8–16; 8:45 am]

BILLING CODE 4710–43–P

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****[FTA Docket No. 2016–0046]****Notice of Request for Revisions of an Information Collection**

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to approve the revisions of the following information collection: 49 U.S.C. Section 5339—Alternatives Analysis Program

DATES: Comments must be submitted before February 7, 2017.

ADDRESSES: To ensure that your comments are not entered more than once into the docket, submit comments identified by the docket number by only one of the following methods:

1. *Web site:* www.regulations.gov.

Follow the instructions for submitting comments on the U.S. Government electronic docket site. (Note: The U.S. Department of Transportation’s (DOT’s) electronic docket is no longer accepting electronic comments.) All electronic submissions must be made to the U.S. Government electronic docket site at www.regulations.gov. Commenters should follow the directions below for mailed and hand-delivered comments.

2. *Fax:* 202–366–7951.

3. *Mail:* U.S. Department of Transportation, 1200 New Jersey Avenue SE., Docket Operations, M–30, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001.

4. *Hand Delivery:* U.S. Department of Transportation, 1200 New Jersey Avenue SE., Docket Operations, M–30, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

Instructions: You must include the agency name and docket number for this notice at the beginning of your comments. Submit two copies of your comments if you submit them by mail. For confirmation that FTA has received your comments, include a self-addressed stamped postcard. Note that all comments received, including any personal information, will be posted and will be available to Internet users, without change, to www.regulations.gov. You may review DOT’s complete Privacy Act Statement in the **Federal Register** published April 11, 2000, (65 FR 19477), or you may visit www.regulations.gov. Docket: For access to the docket to read background documents and comments received, go to www.regulations.gov at any time. Background documents and comments received may also be viewed at the U.S. Department of Transportation, 1200 New Jersey Avenue SE., Docket Operations, M–30, West Building, Ground Floor, Room W12–140,

Washington, DC 20590–0001 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: Dwayne Weeks, Office of Planning & Environment, (202) 493–0396, or email at Dwayne.Weeks@dot.gov.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

Title: 49 U.S.C. Section 5339—Alternatives Analysis Program

(OMB Number: 2132–0571)

Background: Under Section 3037 of the Safe, Accountable, Flexible, Efficient Transportation Act—A Legacy for Users (SAFETEA–LU), the Alternatives Analysis Program (49 U.S.C. 5339) provided grants to States, authorities of the States, metropolitan planning organizations, and local government authorities to develop studies as part of the transportation planning process. The purpose of the Alternatives Analysis Program was to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, a broadly defined travel corridor. The transportation planning process of Alternatives Analysis included an assessment of a wide range of public transportation or multimodal alternatives, which addressed transportation problems within a corridor or subarea; provided ample information that enabled the Secretary to make the findings of project justification and local financial commitment; supported the selection of a locally preferred alternative; and enabled the local Metropolitan Planning Organization to adopt the locally preferred alternative as part of the long-range transportation plan. The Alternative Analysis Program was repealed by Congress under the Moving Ahead for Progress in the 21st Century Act (MAP–21). However, funds previously authorized for programs repealed by MAP–21 remain available for their originally authorized purposes

until the period of availability expires, the funds are fully expended, the funds are rescinded by Congress, or the funds are otherwise reallocated. To meet program oversight responsibilities, FTA must continue to collect information until the period of availability expires, the funds are fully expended, the funds are rescinded by Congress, or the funds are otherwise reallocated.

Respondents: States, Metropolitan Planning Organizations, and Local Governmental Authorities.

Estimated Annual Burden on Respondents: 15 hours for each of the respondents.

Estimated Total Annual Burden: 303 hours.

Frequency: Annual.

William Hyre,

Deputy Associate Administrator for Administration.

[FR Doc. 2016-29505 Filed 12-8-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2016-0137]

Pipeline Safety: Safeguarding and Securing Pipelines From Unauthorized Access

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); DOT.

ACTION: Notice; issuance of Advisory Bulletin.

SUMMARY: PHMSA is issuing this Advisory Bulletin in coordination with the Department of Homeland Security's (DHS), Transportation Security Administration (TSA), to remind all pipeline owners and operators of the importance of safeguarding and securing their pipeline facilities and monitoring their Supervisory Control and Data Acquisition (SCADA) systems for abnormal operations and/or indications of unauthorized access or interference with safe pipeline operations. Additionally, this Advisory Bulletin is to remind the public of the dangers associated with tampering with pipeline system facilities.

This Advisory Bulletin follows recent incidents in the United States that highlight threats to oil and gas infrastructure. On October 11, 2016, several unauthorized persons accessed and interfered with pipeline operations in four states, creating the potential for serious infrastructure damage and significant economic and environmental

harm, as well as endangering public safety. While the incidents did not result in any damage or injuries, the potential impacts emphasize the need for increased awareness and vigilance.

FOR FURTHER INFORMATION CONTACT:

Operators of pipelines subject to regulation by DOT, PHMSA, should contact Nathan A. Schoenkin by phone at 202-366-4774 or by email at Nathan.Schoenkin@dot.gov.

Information about PHMSA may be found at <http://phmsa.dot.gov>. Pipeline operators with questions on TSA's Pipeline Security Guidelines should contact Steven Froehlich by phone at 571-227-1240 or by email at Steven.Froehlich@tsa.dhs.gov.

SUPPLEMENTARY INFORMATION:

I. Background

Incident Details

On Tuesday October 11, 2016, individuals contacted four pipeline operators informing them they would shut down the pipelines used to transport crude oil from Canada to the United States. The operators (Enbridge, Kinder Morgan, Spectra Energy, and TransCanada) took steps to prevent damage to the pipelines and contacted local and federal law enforcement. The individuals cut the chains and padlocks at valve sites near Leonard, Minnesota; Burlington, Washington; Eagle Butte, Montana; and Wahalla, North Dakota. The individuals then closed valves on Enbridge's Lines 4 and 67, Spectra Energy's Express Pipeline, and TransCanada's Keystone Pipeline. The Kinder Morgan Trans Mountain's Puget Sound Pipeline was not operating at the time. Several individuals were arrested by local law enforcement.

Had the pipeline operators not shut down their lines in response to the threats, a pipeline rupture could have occurred. A pipeline rupture due to tampering with valves can have significant consequences such as death, injury, and economic and environmental harm.

Pipeline Safety and Security

PHMSA and TSA have a mutual interest in ensuring coordinated, consistent, and effective activities that improve interagency cooperation on transportation security and safety matters. PHMSA focuses on the safety of the Nation's pipelines and administers the pipeline safety regulatory program (49 CFR part 190-199). TSA focuses on the security of the Nation's pipelines and has authored Pipeline Security Guidelines for operators available online at <https://www.tsa.gov/sites/>

[default/files/tsapipelineguidelines-2011.pdf](https://www.tsa.gov/sites/default/files/tsapipelineguidelines-2011.pdf).

II. Advisory Bulletin (ADB-2016-06)

To: Owners and Operators of Hazardous Liquid, Carbon Dioxide and Gas Pipelines

Subject: Safeguarding and Securing Pipelines from Unauthorized Access

Advisory: PHMSA is issuing this Advisory Bulletin in coordination with TSA to remind all pipeline owners and operators of the importance of safeguarding and securing their pipeline facilities and monitoring their SCADA systems for abnormal operations and/or indications of unauthorized access or interference with safe pipeline operations. Additionally, this Advisory Bulletin is to remind the public of the dangers associated with tampering with pipeline system facilities.

If You See Something, Say Something™

Tampering with pipeline facilities can have deleterious effects on the safety of the Nation's pipeline system. Tampering or acts of sabotage can also lead to the loss of life, injury, and significant harm to the economy and environment. At 49 CFR 190.291, any person that willingly and knowingly injures or destroys, or attempts to injure or destroy a pipeline facility is subject to a fine in Title 18 of the United States Code and imprisonment for a term not to exceed 20 years for each offense. Individuals are reminded that "If you See Something, Say Something"™ applies to the safety and security of our national pipeline infrastructure. Individuals that see something suspicious should reach out to their local law enforcement. Informed, alert communities play a vital role in keeping our Nation's energy infrastructure safe. Emphasizing that "Homeland Security Starts with Hometown Security," DHS encourages businesses to "Connect, Plan for, Train, and Report". Tools and resources to help businesses plan, prepare, and protect themselves from suspicious activities or attacks are located online at <https://www.dhs.gov/hometown-security>.

Relationships With Local Law Enforcement

PHMSA reminds pipeline operators that a strong relationship with local law enforcement is extremely beneficial for safe pipeline operations. Two-way communications between operators and law enforcement can help to stop threats before they occur. Relationships should be cultivated well in advance of an incident to facilitate mutually dependable communication during an incident.