

has changed the infrastructure performance restriction calculation parameter from 'directional route miles' to 'track miles' in response to these comments. FTA appreciates the commenter's statement of support of the information contained in Table 5. The tables and templates provided in the guidebook can be used and modified/customized by an agency in the purpose of following the requirements. An agency must be sure that if they modify or customize a template that it does not conflict with the process outlined in the guidebook for calculation of the performance measure.

Comments: Several commenters requested clarification of the proposed audience and intent of the guidebook specifically as it relates to NTD reporting. Suggested actions include adding an "intended audience" statement and assumed background information, changing title to reflect more NTD focus, and clarify which are TAM requirements or NTD requirements. In addition, one commenter requested guidebook should clarify that agencies must incorporate more than just NTD reporting into their TAM plans.

FTA Response: FTA agrees that the relationship of TAM and NTD requirements should be clarified in the guidebook. The TAM final rule establishes the performance measures that are reported to the NTD. This guidebook describes the standardized methodology requirements to calculate and report to the NTD. FTA has addressed these comments with a brief introduction section describing the relationship of TAM requirements and NTD reporting. The guidebook has also been renamed to "TAM Infrastructure Performance Measure Reporting Guidebook: Performance Restriction (Slow Zone) Calculation" to better describe the document.

Comments: Two commenters provided responses of a general nature not related to other topical areas. One commenter stated they feel the January 31, 2017, deadline for setting targets is too soon, due to having to work with multiple freight partners. Another commenter stated FTA did a very good job with the guidebooks; they support NTD and MAP-21 requirements very well. One commenter stated a concern about the performance measure not reflecting some of the assets that an agency invests in heavily, such as Positive Train Control (PTC) and bridges, since those assets do not directly impact the performance restriction which is FTA's performance measure for infrastructure.

FTA Response: FTA is aware of the short deadline for setting targets; however, FTA does not consider it is unreasonable. Throughout the rulemaking development process, the statutory requirement of a three-month deadline after the effective date of final rule to set performance measure targets was published and open for comment. Additionally, FTA has clarified that the January 1, 2017, deadline for setting initial targets does not include mandatory reporting to the NTD.⁴ FTA recognizes that not all capital items are included in a performance measure requirement for TAM. However, the TAM final rule allows agencies the flexibility to add additional performance measures in their TAM plans as they deem appropriate and useful in the operation, however only the standardized national TAM performance measures will be reported to the NTD.

Comments: One commenter stated concerns about freight considerations such as proprietary condition assessments of freight owned track assets and the non-dedicated nature of freight shared track and how TAM is applicable, lastly that their performance measures be compared to peer agencies due to their being subject to FRA regulations as a Class 4 railroad.

FTA Response: The TAM final rule only applies to assets used in the provision of public transportation. Freight assets are not considered public transportation; however, if an agency uses freight asset to provide public transportation they must include it in their TAM plan and NTD inventory. If they have direct capital responsibility (or shared capital responsibility) they must report performance restrictions to the NTD. The proprietary nature of a freight asset may require the agency to innovate solutions to determine condition assessments.

Comments: Three commenters felt that the performance restriction definition and or calculation were not appropriate, adequate or effective. One commenter stated that the performance restriction does not necessarily indicate poor infrastructure condition (could also mean maintenance, inspection, etc.). Another commenter did not feel the speed restrictions accurately reflect condition of the infrastructure, and thus disagrees with the performance restriction definition. Additionally, they were concerned that data based on the proposed performance restriction definition will misconstrue the reality and lead to irrational requests and unreasonable funding conditions.

⁴ <https://www.transit.dot.gov/TAM/rulemaking>.

Another commenter stated that the calculations can cause transit systems to seem in a worse state of repair than is the reality.

FTA Response: FTA does not agree that the performance restriction definition or the calculation is flawed. However, FTA has clarified and refined several parameters in the calculation for clarity, 1—design speed is now full service speed, 2—directional route miles is now track miles and 3—a segment is defined to one hundredth (0.01) of a mile in length. FTA believes these clarifications, formatting changes and additional description of the roles in both TAM metrics and NTD reporting have resolved the issues these commenters raised.

FTA has revised each of the guidebooks to incorporate recommendations and edits as noted above. The revised guidebooks are located at the following Web site: www.transit.dot.gov/TAM. FTA encourages interested stakeholders to review the revised guidebooks in their entirety. Further assistance and guidance can be found at this Web site.

Issued in Washington, DC, pursuant to authority under 49 CFR 1.91.

Matthew J. Welbes,
Executive Director.

[FR Doc. 2017-08143 Filed 4-21-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. 2017-0009]

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: Charter Service Operations.

DATES: Comments must be submitted before June 23, 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: Bruce Walker, Office of the Chief Counsel, (202) 366-9109, or email at Bruce.Walker@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: Charter Service Operations.
(OMB Number: 2132-0543).

Background: FTA recipients may only provide charter bus service with FTA-funded facilities and equipment if the charter service is incidental to the provision of transit service (49 U.S.C. 5323(d)). This restriction protects charter service providers from unauthorized competition by FTA recipients.

The requirements of 49 U.S.C. 5323(d) are implemented in FTA's charter regulation (Charter Service Rule) at 49 CFR part 604. Amended in 2008, the Charter Service Rule now contains five (5) provisions that impose information collection requirements on FTA recipients of financial assistance from FTA under Federal Transit Law.

First, 49 CFR 604.4 requires all applicants for Federal financial assistance under Federal Transit Law, unless otherwise exempted under 49 CFR 604.2, to enter into a "Charter Service Agreement," contained in the Certifications and Assurances for FTA Assistance Programs. The Certifications and Assurances become a part of the Grant Agreement or Cooperative Agreement for Federal financial assistance upon receipt of Federal funds. The rule requires each applicant to submit one Charter Service Agreement for each year that the applicant intends to apply for the Federal financial assistance specified above.

Second, 49 CFR 604.14(3) requires a recipient of Federal funds under Federal Transit Law, unless otherwise exempt, to provide email notification to all registered charter providers in the recipient's geographic service area each time the recipient receives a request for charter service that the recipient is interested in providing.

Third, 49 CFR 604.12(c) requires a recipient, unless otherwise exempt under 49 CFR part 604.2, to submit on a quarterly basis records of all instances that the recipient provided charter service.

Fourth, 49 CFR 604.13 requires a private charter provider to register on FTA's Charter Registration Web site at <http://ftawebprod.fta.dot.gov/CharterRegistration/> in order to qualify as a registered charter service provider and receive email notifications by recipients that are interested in providing a requested charter service. The rule requires that a registered charter service provider must update its information on the Charter Registration

Web site at least once every two years. Currently, there are a total of 192 registered private charter service providers. Registration has consistently decreased over the years.

Lastly, 49 CFR 604.7 permits recipients to provide charter service to Qualified Human Service Organizations (QHSOs) under limited circumstances. QHSOs that do not receive Federal funding under programs listed in Appendix A to part 604 and seek to receive free or reduced rate services from recipients must register on FTA's Charter Registration Web site (49 CFR 604.15(a)).

Respondents: State and local government, business or other for-profit institutions, and non-profit institutions.

Estimated Annual Burden on Respondents: 0.05 hours for each of the 955 Recipient respondents under 49 CFR 604.4, 1.25 hours for each of the 114 Recipient respondents under 49 CFR 604.12, 0.50 hours for each of the 114 Recipient respondents under 49 CFR 604.14, 0.50 hours for each of the 53 non-profit respondents, and 0.50 hours for each of the estimated 192 for-profit respondents.

Estimated Total Annual Burden: 369.7 hours.

Frequency: Annually, bi-annually, quarterly, and as required.

William Hyre,

Deputy Associate Administrator for Administration.

[FR Doc. 2017-08148 Filed 4-21-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. DOT-MARAD 2017-0076]

Request for Comments of a Previously Approved Information Collection

AGENCY: Maritime Administration (MARAD), Department of Transportation.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published in the **Federal Register** on January 19, 2017 (Volume 82, Number 12; Page 6723).