

Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501–3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On March 14, 2017, published a 60-day notice (82 FR 13723) in the **Federal Register** soliciting comments on the ICR that the agency was seeking OMB approval. FTA received no comments after issuing this 60-day notice. Accordingly, DOT announces that these information collection activities have been re-evaluated and certified under 5 CFR 1320.5(a) and forwarded to OMB for review and approval pursuant to 5 CFR 1320.12(c).

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30 day notice is published. 44 U.S.C. 3507 (b)–(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30 day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); *see also* 60 FR 44983, Aug. 29, 1995.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The requirements are being submitted for clearance by OMB as required by the PRA.

*Title:* Pre-award, Post-delivery Audit Requirements Under Buy America.

*OMB Control Number:* 2132–0544.

*Type of Request:* Revision of a currently approved information collection.

*Abstract:* FTA's Buy America requirements prevent FTA from obligating an amount that may be appropriated to carry out its program for a project unless "the steel, iron, and manufactured goods used in the project are produced in the United States." 49 U.S.C. 5323(j)(1). FTA's Buy America requirements apply to third-party procurements by FTA grant recipients. A Grantee must include in its bid or request for proposal (RFP) specification for procurement of steel, iron or

manufactured goods (including rolling stock) an appropriate notice of the Buy America provision and require, as a condition of responsiveness, that the bidder or offeror submit with the bid or offer a completed Buy America certificate in accordance with 49 CFR 661.6 or 661.12. Under limited circumstances, FTA may waive Buy America if FTA finds that: (1) Application of Buy America is inconsistent with the public interest; (2) the steel, iron, and goods produced in the U.S. are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality; or (3) including domestic material will increase the cost of the overall project by more than 25 percent for rolling stock. The process for seeking a waiver is set forth in 49 CFR part 661. Grantees are encouraged to apply for a waiver as soon as possible and to provide detailed requests in order to expedite FTA's review of waiver requests. FTA's determination on waiver requests will be published in the **Federal Register** for notice and comment.

When procuring rolling stock, which includes train control, communication, traction power equipment, and rolling stock prototypes, the cost of the components and subcomponents produced in the U.S. must be more than: 60 percent for FY2016 and FY2017, more than 65 percent for FY2018 and FY2019 and more than 70 percent for FY2020 and beyond. Final assembly for rolling stock also must occur in the U.S. Additionally, rolling stock procurements are subject to the pre-award and post-delivery Buy America audit provisions set forth in 49 U.S.C. 5323(m) and 49 CFR part 663.

Unlike rolling stock, manufactured goods must be 100 percent produced in the U.S. A manufactured good is considered produced in the United States if: (1) All of the manufacturing processes for the product take place in the United States; and (2) All of the components of the product are of U.S. origin. A component is considered of U.S. origin if it is manufactured in the United States, regardless of the origin of its subcomponents. 49 CFR 661.5(d).

*Annual Estimated Total Burden Hours:* 2,786 hours.

*Annual Estimated Number of Respondents:* 700.

**ADDRESSES:** All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention: FTA Desk Officer. Alternatively, comments may be sent

via email to the Office of Information and Regulatory Affairs (OIRA), Office of Management and Budget, at the following address: [oira\\_submissions@omb.eop.gov](mailto:oira_submissions@omb.eop.gov).

*Comments are Invited On:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

**William Hyre,**

*Deputy Associate Administrator for Administration.*

[FR Doc. 2017–12787 Filed 6–19–17; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. DOT–MARAD–2017–0097]

#### Request for Comments on the Renewal of a Previously Approved Information Collection: Voluntary Intermodal Sealift Agreement (VISA)

**AGENCY:** Maritime Administration.

**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. The information requested is needed by the Maritime Administration (MARAD) and the Department of Defense (DoD), including representatives from U.S. Transportation Command and its components, to assess respondents' eligibility for participation in the VISA program. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on March 22, 2017 (FR 14796, Vol. 82, No. 54).

**DATES:** Comments must be submitted on or before July 20, 2017.

**ADDRESSES:** Send comments regarding the burden estimate, including

suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW., Washington, DC 20503.

*Comments are invited on:* (a) Whether the proposed collection of information is necessary for the Department's performance; (b) the accuracy of the estimated burden; (c) ways for the Department to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**FOR FURTHER INFORMATION CONTACT:** William McDonald, 202-366-0688, Office of Sealift Support, Maritime Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W25-310, Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:**

*Title:* Voluntary Intermodal Sealift Agreement (VISA).

*OMB Control Number:* 2133-0532.

*Type of Request:* Renewal of a Previously Approved Information Collection.

*Abstract:* The Voluntary Intermodal Sealift Agreement (VISA) is a voluntary agreement, in accordance with section 708, Defense Production Act, 1950, as amended, under which participants agree to provide commercial sealift capacity and intermodal shipping services and systems, necessary to meet national defense requirements. In order to meet national defense requirements, the Government must assure the continued availability of commercial sealift resources.

*Respondents:* Operators of qualified dry cargo vessels.

*Affected Public:* Business or other for-profit.

*Estimated Number of Respondents:* 40.

*Estimated Number of Responses:* 40.

*Estimated Hours per Response:* 5.

*Annual Estimated Total Annual*

*Burden Hours:* 200.

*Frequency of Response:* Annually.

(Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.93)

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By Order of the Executive Director in lieu of the Maritime Administrator.

Dated: June 15, 2017.

**T. Mitchell Hudson, Jr.,**

*Secretary, Maritime Administration.*

[FR Doc. 2017-12793 Filed 6-19-17; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Pipeline and Hazardous Materials Safety Administration**

[Docket No. PHMSA-2016-0033]

**Pipeline Safety: Gas and Liquid Advisory Committee Member Nominations**

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

**ACTION:** Notice; request for nominations for members: Gas and Liquid Pipeline Advisory Committees; vacancies.

**SUMMARY:** PHMSA is requesting nominations for individuals to serve on the Gas Pipeline Advisory Committee (GPAC), also known as the Technical Pipeline Safety Standards Committee, and the Liquid Pipeline Advisory Committee (LPAC), also known as the Technical Hazardous Liquid Pipeline Safety Standards Committee. Each committee is composed of 15 members each appointed by the Secretary of Transportation (the Secretary).

With this notice, PHMSA is seeking nominations for personnel, preferably executive level leadership, from the Federal Government and from industry to fill vacancies on both committees. Specifically, PHMSA will fill one Federal Government vacancy and one industry vacancy on the GPAC and one Federal Government vacancy and three industry vacancies on the LPAC. PHMSA may also consider candidates for any government or industry vacancies that may occur during the processing of the vacancies mentioned above.

**DATES:** Nominations must be received by July 5, 2017.

**ADDRESSES:** All nomination material can be submitted to Cheryl Whetsel, Advisory Committee Program Manager, at [Cheryl.whetsel@dot.gov](mailto:Cheryl.whetsel@dot.gov), by fax at 202-366-4566, or mailed to the Pipeline and Hazardous Materials Safety Administration, 1200 New Jersey Ave. SE., PHP-30, E24-445, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Cheryl Whetsel, 202-366-4431 or [cheryl.whetsel@dot.gov](mailto:cheryl.whetsel@dot.gov). Information about the GPAC and LPAC can also be obtained by visiting PHMSA's Web site by using the following link: <http://www.phmsa.dot.gov/pipeline/regs/technical-advisory-comm>.

**SUPPLEMENTARY INFORMATION:**

**I. Advisory Committee Background**

The GPAC and LPAC are statutorily mandated advisory committees that

provide recommendations and advice on PHMSA's proposed safety standards. Additionally, the committees may propose safety standards to the Secretary, and, if requested by the Secretary, shall make policy development recommendations. Both committees were established in accordance with the Federal Advisory Committee Act, 5 U.S.C. App. 2, and 49 U.S.C. 60115.

No later than 90 days after receiving a proposed standard and supporting analyses, the appropriate committee prepares and submits a report to the Secretary of Transportation on the technical feasibility, reasonableness, cost-effectiveness, and practicability of the proposed standard. The Secretary must publish each report, including any recommended actions and minority views. The report, if timely made, is part of the proceeding for prescribing the standard. The Secretary is not bound by the committee's conclusions. However, if the Secretary rejects the committee's conclusions, the Secretary must publish the reasons.

Pursuant to 49 U.S.C. 60115, the Secretary of Transportation has the authority to appoint to each committee (1) five individuals from departments, agencies, and instrumentalities of the U.S. Government and of the states; (2) five individuals from the natural gas or hazardous liquid industry, selected in consultation with industry representatives; and (3) five individuals selected from the general public.

**II. Criteria for Committee Members**

With this notice, PHMSA is seeking nominations for personnel, preferably executive level leadership, from the Federal Government and from industry to fill vacancies on both committees. PHMSA will fill one Federal Government vacancy and one industry vacancy on the GPAC and one Federal Government vacancy and two industry vacancies on the LPAC. PHMSA may also consider candidates for any government or industry vacancies that may occur during the processing of the vacancies mentioned above.

Each GPAC member selected by the Secretary of Transportation must be experienced in the safety regulation of transporting gas and of gas pipeline facilities or technically qualified, by training, experience, or knowledge in at least one field of engineering applicable to transporting gas or operating a gas pipeline facility, to evaluate gas pipeline safety standards or risk management principles.

Similarly, each LPAC member selected by the Secretary of Transportation must be experienced in