

Stolz should be able to get his commercial license.” Mr. Stolz reported that he has driven straight trucks for 1 year, accumulating 1,000 miles, and tractor-trailer combinations for 18 years, accumulating 216,000 miles. He holds a Class ABCDM CDL from Wisconsin. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

III. Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials.

Submitting Comments

If you submit a comment, please include the docket number for this notice, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and put the docket number FMCSA–2016–0208 in the “Keyword” box, and click “Search.” When the new screen appears, click on “Comment Now!” button and type your comment into the text box in the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

FMCSA will consider all comments and material received during the comment period. FMCSA may issue a final determination at any time after the close of the comment period.

Viewing Comments and Documents

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov> and insert the docket number FMCSA–2016–0208 in the “Keyword” box and click “Search.” Next, click “Open Docket Folder” button and choose the document listed to review. If you do not have access to the Internet, you may view the docket online by visiting the Docket Management Facility in Room W12–140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays.

Issued on: September 29, 2016.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2016–24447 Filed 10–7–16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2016–0002–N–19]

Agency Request for Emergency Processing of Collection of Information by the Office of Management and Budget; Railworthiness Directive for Certain Railroad Tank Cars Equipped With Bottom Outlet Valve Assembly and Constructed by American Railcar Industries and ACF Industries

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Agency request for OMB emergency information collection processing and request for comments.

SUMMARY: FRA hereby gives notice it is submitting the following Information Collection request (ICR) to the Office of Management and Budget (OMB) for Emergency processing under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations. FRA requests that OMB authorize the proposed collection of information identified below on October 18, 2016, for a period of 180 days.

FOR FURTHER INFORMATION CONTACT: A copy of this individual ICR, with applicable supporting documentation, may be obtained by calling FRA’s Clearance Officers: Robert Brogan (tel. (202) 493–6292) or Kimberly Toone (tel. (202) 493–6132) (these numbers are not toll-free), or by contacting Mr. Brogan via facsimile at (202) 493–6216 or Ms. Toone via facsimile at (202) 493–6497, or via email by contacting Mr. Brogan at Robert.Brogan@dot.gov; or by contacting Ms. Toone at Kim.Toone@dot.gov. Comments regarding these information collection requirements should include the title and OMB control number listed below and should be sent directly to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street NW., Washington, DC, 20503, Attention: FRA Desk Officer. Comments may also be sent via email to OMB at [oir_submissions@omb.eop.gov](mailto:oir-submissions@omb.eop.gov).

Title: Railworthiness Directive for Certain Railroad Tank Cars Equipped with Bottom Outlet Valve Assembly and Constructed by American Railcar Industries and ACF Industries

OMB Control Number: 2130–NEW.

Form Number(s): N/A.

Affected Public: Businesses (Tank Car Owners).

Frequency of Submission: One-time; on occasion.

Respondent Universe: 100 Tank Car Owners.

Reporting Burden:

Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
Identify tank cars covered by the Directive for Certain Railroad Tank Cars Equipped with Bottom Outlet Valve Assembly and Constructed by American Railcar Industries and ACF Industries (14,800 cars).	20 Tank Car Owners (100 Lessees/Sub-Lessees).	20 ID Reports	4 hours	80
Visual Inspection of Sump Weld Area of All Tank Cars Identified under this Directive.	100 Shippers	14,000 inspections/ records.	10 min	2,333
Inspect and Test Sump and BOV Skid Groove as Stipulated in Directive and Maintain Record Results.	20 Tank Car Owners (100 Lessees/Sub-Lessees).	14,000 records	2 hours	28,000
Train and Qualify Non-Destructive Test Technicians on NDT Procedures and Record Qualification (1/3 of the 100 tank car mechanics).	10 Tank Car Facility Operators.	33 trained and tested mechanics.	2 hours	66

Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
Tank Car Owner Notification to All Parties under Contract to Car Owner, including Lessees and/or sub-Lessees, using tank cars subject to the Terms of this Directive.	20 Tank Car Owners (100 Lessees/Sub-Lessees).	100 notices	2 hours	200
Report of Inspection, Test, and Repair Information stipulated in paragraph 2(g) of Directive to FRA.	20 Tank Car Owners (100 Lessees/Sub-Lessees).	14,000 reports	20 min. per car/report.	4,667
Repairs: 15% of Relevant Tank Fleet of 14,000 cars— Record and Report of Repairs to Tank Car Owners.	10 Tank Car Facility Operators.	2,100 car reports/ records.	16 hours	33,600
Tank Car Facility Request to Tank Car Owner for Written Permission and Approval of Qualification and Maintenance Program It Will Use Consistent with Appendices D, R, and W of the Tank Car Manual and 49 CFR 180.513 Prior to Initiating Any Repairs.	10 Tank Car Facility Operators.	20 requests + 20 written permissions.	10 min. + 10 min	7
Tank Car Facility Report of All Work Performed to Tank Car Owner.	10 Tank Car Facility Operators.	Burden Included Directly Above.	N/A	N/A

Total Estimated Responses: 44,293.
Total Estimated Annual Burden: 68,953 hours.
Status: Emergency Review.
Description:

On September 30, 2016, FRA issued a Railworthiness Directive (Directive) to all owners of DOT specification 111 general purpose tank cars, which can be found on FRA's Web site at <http://www.fra.dot.gov/eLib/details/L18383>. FRA issued the Directive based on its finding that as a result of non-conforming welding practices, DOT-111 tank cars built by American Railcar Industries, Inc. (ARI) and ACF Industries, LLC (ACF) between 2009 and 2015 to the ARI and ACF 300 stub sill design and equipped with a two-piece cast sump and bottom outlet valve (BOV) skid may be in an unsafe operating condition and could result in the release of hazardous materials. As a result of the non-conforming welding practices, these cars may have substantial weld defects at the sump and BOV skid groove attachment welds, potentially affecting each tank's ability to retain its contents during transportation. The Directive requires owners to: (1) Identify tank cars in their fleet covered by this Directive; and (2) ensure appropriate inspection and testing of each tank car's sump and BOV skid groove attachment welds to ensure no flaw exists which could result in the loss of tank integrity.

As provided under 5 CFR 1320.13, *Emergency Processing*, DOT is requesting emergency processing for this new collection of information as specified in the PRA and its implementing regulations. DOT cannot reasonably comply with normal clearance procedures because the use of normal clearance procedures is

reasonably likely to disrupt the collection of information. Further, in light of recent tank car accidents/incidents carrying crude oil, FRA believes safety is an overriding issue. The Directive took effect upon issuance. FRA cannot wait the normal 90 days of public comment. Under the Directive, tank car owners must take immediate action to identify tank cars in their fleet subject to the Directive. Therefore, FRA is requesting OMB approval of this collection of information 7 days after publication of this Notice in the **Federal Register**. Upon OMB approval of its Emergency clearance request, FRA will follow the normal clearance procedures for the information collection associated with this Directive.

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501-3520.

Issued in Washington, DC, on October 4, 2016.

Amitabha Bose,
Chief Counsel.

[FR Doc. 2016-24429 Filed 10-7-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Programmatic Environmental Impact Statement for the Coachella Valley—San Gorgonio Pass Rail Corridor Service: Riverside, San Bernardino, Orange, and Los Angeles Counties, CA

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of Intent (NOI) to prepare a Programmatic Environmental Impact Statement (EIS).

SUMMARY: Through this NOI, FRA announces it will prepare a Programmatic EIS and Environmental Impact Report (EIR) jointly with the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans) for the Coachella Valley—San Gorgonio Pass Rail Corridor Service (Project). FRA, RCTC, and Caltrans will develop the Programmatic EIS/EIR in compliance with the National Environmental Policy Act of 1969 (NEPA), and the California Environmental Quality Act (CEQA). FRA invites the public and Federal, state, and local agencies to provide input into the scope of the EIS/EIR and will consider all information from outreach activities when preparing the EIS/EIR. The Project will study options for providing intercity passenger rail service between the cities of Los Angeles and Indio, California also known as the Coachella Valley—San Gorgonio Pass Corridor (the Corridor).

DATES: Persons interested in providing written comments on the scope of the Coachella Valley—San Gorgonio Pass