

(1) *Email: OIRA-submission@omb.eop.gov.*

(2) *Mail: OIRA, 725 17th Street NW., Washington, DC 20503, attention Desk Officer for the Coast Guard.*

(3) *Fax: 202-395-6566.* To ensure your comments are received in a timely manner, mark the fax, attention Desk Officer for the Coast Guard.

A copy of the ICR is available through the docket on the Internet at <http://www.regulations.gov>. Additionally, copies are available from: Commandant (CG-612), Attn: Paperwork Reduction Act Manager, U.S. Coast Guard, 2703 Martin Luther King Jr. Ave. SE., Stop 7710, Washington, DC 20593-7710.

**FOR FURTHER INFORMATION CONTACT:**

Contact Mr. Anthony Smith, Office of Information Management, telephone 202-475-3532, or fax 202-372-8405, for questions on these documents.

**SUPPLEMENTARY INFORMATION:**

**Public Participation and Request for Comments**

This Notice relies on the authority of the Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended. An ICR is an application to OIRA seeking the approval, extension, or renewal of a Coast Guard collection of information (Collection). The ICR contains information describing the Collection's purpose, the Collection's likely burden on the affected public, an explanation of the necessity of the Collection, and other important information describing the Collection. There is one ICR for each Collection. The Coast Guard invites comments on whether this ICR should be granted based on the Collection being necessary for the proper performance of Departmental functions. In particular, the Coast Guard would appreciate comments addressing: (1) The practical utility of the Collection; (2) the accuracy of the estimated burden of the Collection; (3) ways to enhance the quality, utility, and clarity of information subject to the Collection; and (4) ways to minimize the burden of the Collection on respondents, including the use of automated collection techniques or other forms of information technology. These comments will help OIRA determine whether to approve the ICR referred to in this Notice.

We encourage you to respond to this request by submitting comments and related materials. Comments to Coast Guard or OIRA must contain the OMB Control Number of the ICR. They must also contain the docket number of this request, [USCG-2016-0262], and must be received by December 15, 2016.

**Submitting Comments**

We encourage you to submit comments through the Federal eRulemaking Portal at <http://www.regulations.gov>. If your material cannot be submitted using <http://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions. Documents mentioned in this notice, and all public comments, are in our online docket at <http://www.regulations.gov> and can be viewed by following that Web site's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted.

We accept anonymous comments. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. For more about privacy and the docket, you may review a Privacy Act notice regarding the Federal Docket Management System in the March 24, 2005, issue of the **Federal Register** (70 FR 15086).

OIRA posts its decisions on ICRs online at <http://www.reginfo.gov/public/do/PRAMain> after the comment period for each ICR. An OMB Notice of Action on each ICR will become available via a hyperlink in the OMB Control Number: 1625-0066.

**Previous Request for Comments**

This request provides a 30-day comment period required by OIRA. The Coast Guard published the 60-day notice (81 FR 28089, May 9, 2016) required by 44 U.S.C. 3506(c)(2). That Notice elicited no comments. Accordingly, no changes have been made to the Collections.

**Information Collection Request**

*Title:* Vessel and Facility Response Plans (Domestic and International), and Additional Response Requirements for Prince William Sound.

*OMB Control Number:* 1625-0066  
*Summary:* The Oil Pollution Act of 1990 (OPA 90) required the development of Vessel and Facility Response Plans to minimize the impact of oil spills. OPA 90 also required additional response requirements for Prince William Sound. Shipboard Oil Pollution Emergency Plans and Shipboard Marine Pollution Emergency Plans are required of other vessels to minimize impacts of oil spills.

*Need:* This information is needed to ensure that vessels and facilities are prepared to respond in event of a spill incident. The information will be

reviewed by the Coast Guard to assess the effectiveness of the response plan.

*Forms:* CG-6083, Application for Approval/Revision of Vessel Pollution Response Plans and Vessel Response Plan (VRP) Express Search Tool.

*Respondents:* Owners and operators of vessels and facilities.

*Frequency:* On occasion.

*Hour Burden Estimate:* The estimated burden has decreased from 136,460 hours to 75,395 hours a year. The decrease in burden is primarily due to a decrease in the estimated annual number of Facility Response Plan (FRP) respondents.

*Authority:* The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended.

Dated: October 27, 2016.

**Brian P. Burns,**

*U. S. Coast Guard, Deputy Chief Information Officer.*

[FR Doc. 2016-27432 Filed 11-14-16; 8:45 am]

**BILLING CODE 9110-04-P**

**DEPARTMENT OF THE INTERIOR**

**Fish and Wildlife Service**

[FWS-R5-R-2016-N101;  
FXRS85510553RGO-XXX-FF05R04000]

**Final Long Range Transportation Plan for U.S. Fish and Wildlife Service Lands in the Northeast Region**

**AGENCY:** Fish and Wildlife Service, Interior.

**ACTION:** Notice of availability; final long range transportation plan.

**SUMMARY:** We, the U.S. Fish and Wildlife Service (Service), announce the availability of the final long range transportation plan (LRTP). The Final LRTP outlines a strategy for improving and maintaining transportation assets that provide access to Service-managed lands in the Northeast Region (Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, New Jersey, Delaware, Maryland, Virginia, and West Virginia) over the next 20 years.

**ADDRESSES:** You may view or obtain copies of the final plan by any of the following methods. You may also request a hard copy or a CD-ROM.

*Agency Web site:* Download a copy of the document at <http://www.fws.gov/northeast/refuges/roads/pdf/northeast-region-long-range-transportation-plan.pdf>.

*Email:* Send requests to [carl.melberg@fws.gov](mailto:carl.melberg@fws.gov), and include "Region 5 Final LRTP" in the subject line of your email.

*U.S. Mail:* Carl Melberg, Acting Regional Transportation Coordinator, Northeast Region, U.S. Fish and Wildlife Service, 300 Westgate Center Drive, Hadley, Massachusetts 01035.

*Facsimile:* Attention: Carl Melberg, 413–253–8468.

*In-Person Viewing or Pickup:* Call 413–253–8586 to make an appointment (necessary for view/pickup only) during regular business hours at Northeast Region, U.S. Fish and Wildlife Service, 300 Westgate Center Drive, Hadley, Massachusetts 01035.

**FOR FURTHER INFORMATION CONTACT:** Carl Melberg, Acting Regional Transportation Coordinator, 413–253–8586 (phone); *carl\_melberg@fws.gov* (email).

#### SUPPLEMENTARY INFORMATION:

##### Introduction

With this notice, we make the Final LRTP for the Northeast Region of the Service available for public review. Notice of availability and request for comments on the Draft LRTP was published in the **Federal Register** (FR00002485) on March 7, 2016. Comments received were evaluated and incorporated, as applicable, into this Final LRTP. The Final LRTP outlines a strategy for improving and maintaining transportation assets that provide access to Service-managed lands in the Northeast Region in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, New Jersey, Delaware, Maryland, Virginia, and West Virginia.

##### Background

This final report also includes changes made in reference to the Federal multi-year transportation funding legislation. The Fixing America's Surface Transportation Act (FAST ACT) was signed in December 2015, and replaces the 2012 Moving Ahead for Progress in the 21st Century Act (MAP–21). Both require all Federal land management agencies to conduct long range transportation planning in a manner that is consistent with metropolitan planning organization and State departments of transportation planning. This LRTP was initiated within the Service to achieve the following:

- Establish a structure for sound transportation planning and decision-making.
- Establish a vision, mission, goals, and objectives for transportation planning in the Service's Northeast Region.
- Implement coordinated and cooperative transportation partnerships

in an effort to improve the Service's transportation infrastructure.

- Integrate transportation planning and funding for wildlife refuges and fish hatcheries into existing and future Service management plans and strategies *e.g.*, comprehensive conservation plans and comprehensive hatchery management plans.

- Increase awareness of Alternative Transportation Systems and associated benefits.

- Develop best management practices for transportation improvements on Service lands.

- Serve as a pilot project for the implementation of a Regional-level transportation planning process within the Service.

##### LRTP Mission, Goals, and Objectives

Through a collaborative effort, the National Wildlife Refuge System (Refuge System) and the Fish and Aquatic Conservation programs, in cooperation with the Planning Group and the Division of Refuge Field Support within the Service's Northeast Region, have contributed to defining the mission, goals, and objectives presented in this document. The resulting mission, goals, and objectives are intended to provide a systematic approach to guide the process for evaluating and selecting transportation improvements for the Service lands in the Northeast Region. These guiding principles have shaped the development, conclusions, and recommendations of this LRTP.

##### Mission

To support the Service's mission by connecting people to fish, wildlife, and their habitats through strategic implementation of transportation programs.

##### Goals and Objectives

This long range transportation plan has six categories of goals: Coordinated Opportunities; Asset Management; Safety; Environmental; Access, Mobility, and Connectivity; and Visitor Experience. Under each goal, we present distinct objectives that move us to the goal.

**1. Coordinated Opportunities:** The program will seek joint transportation opportunities that support the Service mission, maximize the utility of Service resources, and provide mutual benefits to the Service and external partners.

##### Objectives:

- Identify and increase key internal and external partnerships at the national, regional, and unit levels.
- Maximize leveraged opportunities by identifying and pursuing funding for projects of mutual interest and benefit.

- Develop best practices for external engagement that illustrates success in forming and nurturing coalitions and partnerships that support the Service's mission.

- Coordinate within Service programs, including the Refuge System, Ecological Services, Migratory Birds, and Fish and Aquatic Conservation during the development of Regional long-range and project-level plans.

**2. Asset Management:** The program will operate and maintain a functional, financially sustainable and resilient transportation network to satisfy current and future land management needs in the face of a changing climate.

##### Objectives:

- Use asset management principles to maintain important infrastructure at an appropriate condition level.

- Prioritize work programs through the project selection process detailed in this plan or an adaptation thereof.

- Evaluate life cycle costs when considering new assets to determine long-term financial sustainability.

- Consider the impacts of climate change in the planning and management of transportation assets.

**3. Safety:** The program's network will provide a superior level of safety for all users and all modes of transportation to and within Service lands.

##### Objectives:

- Identify safety issue 'hot-spots' within the Service's transportation system with the Safety Analysis Toolkit.

- Implement appropriate safety countermeasures to resolve safety issues and reduce the frequency and severity of crashes (also with the Safety Analysis Toolkit).

- Address wildlife-vehicle collisions with design solutions (Environmental Enhancements).

- Use cooperation and communication among the "4E's" of safety, including: Engineering, education, enforcement, and emergency medical services.

**4. Environmental:** Transportation infrastructure will be landscape appropriate and play a key role in the improvement of environmental conditions in and around Service lands.

##### Objectives:

- Follow the Roadway Design Guidelines for best practices in design, planning, management, maintenance, and construction of transportation assets.

- Reduce greenhouse gas emissions and air pollutants by increasing transportation options and use of alternative fuels.

- Protect wildlife corridors, reduce habitat fragmentation, and enhance terrestrial and aquatic organism passage

on and adjacent to Service lands to conserve fish, wildlife, and plant populations.

**5. Access, Mobility, and Connectivity:** The program will ensure that units open to public visitation have adequate transportation options for all users including underserved, underrepresented, and mobility-limited populations.

**Objectives:**

- Offer a wide range of transportation modes and linkages for onsite and offsite access.

- Provide a clear way for finding information both on and off Service lands.

- Through the Urban Wildlife Conservation Program, integrate Service transportation facilities with local community transportation systems in a way that encourages local visitation and provides economic benefits to partner and gateway communities.

- Through coordinated planning, provide context-appropriate transportation facilities that address the specific needs of local visitor groups and respect the natural setting of the refuge or hatchery.

- Address congestion issues to and within Service units.

**6. Visitor Experience:** The program will enhance the visitation experience through improvement and investment in the transportation network.

**Objectives:**

- Integrate interpretation, education, and resource stewardship principles into the transportation experience.

- Evaluate the feasibility of alternative transportation systems at all stations and implement where appropriate.

- Encourage connections with existing and planned public and private transportation services.

- Design infrastructures in such a way that highlights the landscape and not the transportation facility.

**Comments**

We solicited comments on the Draft LRTP from March 7 to April 7, 2016 (FR00002485). During the comment period, we received two written responses. Comments received were evaluated and incorporated, as applicable, into this Final LRTP.

**Changes to the Final LRTP**

After considering the comments we received on the Draft LRTP, we have updated the report to highlight partnership opportunities at the Potomac River National Wildlife Refuge Complex. This final report also includes changes made in referencing the Federal multi-year transportation funding

legislation. The FAST Act was signed in December 2015, and replaces the MAP-21.

**Next Steps**

We will document the Final LRTP, which will be published in the **Federal Register**.

Dated: August 9, 2016.

**Deborah Rocque,**

*Acting Regional Director, Northeast Region.*

[FR Doc. 2016-27442 Filed 11-14-16; 8:45 am]

**BILLING CODE 4333-15-P**

**DEPARTMENT OF THE INTERIOR**

**Bureau of Land Management**

**[LLWY-957000-17-L13100000-PP0000]**

**Filing of Plats of Survey, Wyoming**

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Notice.

**SUMMARY:** The Bureau of Land Management (BLM) is scheduled to file plats of survey thirty (30) calendar days from the date of this publication in the BLM Wyoming State Office, Cheyenne, Wyoming. The surveys were executed at the request of the Bureau of Land Management, the U.S. Forest Service and the National Park Service and are necessary for the management of these lands. The lands surveyed are:

The plat and field notes representing the dependent resurvey of a portion of the west boundary, Tracts 37, 38 and 40, portions of Tract 41, and portions of the subdivisional lines, and the survey of the subdivision of section 27, Township 13 North, Range 101 West, Sixth Principal Meridian, Wyoming, Group No. 937, was accepted November 8, 2016.

The plat and field notes representing the dependent resurvey of portions of the west and north boundaries, and portions of the subdivisional lines, and the survey of the subdivision of section 6, Township 26 North, Range 71 West, Sixth Principal Meridian, Wyoming, Group No. 941, was accepted November 8, 2016.

The plat and field notes representing the dependent resurvey of portions of Tracts 37 and 38, and portions of the subdivisional lines, and the survey of the subdivision of sections 12, 26 and 27, Township 26 North, Range 72 West, Sixth Principal Meridian, Wyoming, Group No. 942, was accepted November 8, 2016.

The plat and field notes representing the dependent resurvey of portions of the west boundary and subdivisional lines, the survey of the subdivision of

section 18, and the survey of the meanders of portions of the left bank of Belle Fourche River, Township 53 North, Range 65 West, Sixth Principal Meridian, Wyoming, Group No. 945, was accepted November 8, 2016.

The plat and field notes representing the dependent resurvey of portions of the subdivisional lines and the survey of the subdivision of sections 12 and 13, Township 53 North, Range 66 West, Sixth Principal Meridian, Wyoming, Group No. 945, was accepted November 8, 2016.

**FOR FURTHER INFORMATION CONTACT:**

WY957, Bureau of Land Management, 5353 Yellowstone Road, P.O. Box 1828, Cheyenne, Wyoming 82003.

**SUPPLEMENTARY INFORMATION:**

A person or party who wishes to protest against any of the above surveys must file a written notice within thirty (30) calendar days from the date of this publication with the Wyoming State Director, Bureau of Land Management, at the above address, stating that they wish to protest. A statement of reasons for the protest may be filed with the notice of protest and must be filed with the Wyoming State Director within thirty (30) calendar days after the protest is filed. If a protest against the survey is received prior to the date of official filing, the filing will be stayed pending consideration of the protest. A plat will not be officially filed until the day after all protests have been dismissed or otherwise resolved. Before including your address, phone number, email address, or other personal identifying information in your protest, you should be aware that your entire protest—including your personal identifying information—may be made publicly available at any time. While you can ask us to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

Copies of the preceding described plats and field notes are available to the public at a cost of \$4.20 per plat and \$.13 per page of field notes.

Dated: November 8, 2016.

**John P. Lee,**

*Chief Cadastral Surveyor, Division of Support Services.*

[FR Doc. 2016-27445 Filed 11-14-16; 8:45 am]

**BILLING CODE 4310-22-P**