

Transportation, Federal Motor Carrier Safety Administration, Commercial Enforcement and Investigations Division/MC-ECC, West Building 6th Floor, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone: 215-656-7251, email: james.dubose@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

The FMCSA maintains online information and resources to assist drivers, others in the motor carrier industry and members of the general public in filing safety complaints regarding household goods (HHG) carriers, hazardous material (HM) carriers, property carriers, cargo tank facilities, and passenger carriers. There is also information pertaining to the filing of consumer complaints, particularly regarding HHG transportation and ADA compliance.¹ This online interface is known as the National Consumer Complaint Database (NCCDB). When effectively applied, the NCCDB can contribute to safer motor carrier operations on our nation's highways and improved consumer protection.

The NCCDB grew out of a telephone hotline known as the Safety Violation Hotline Service. Congress mandated this hotline in Section 4017 of the "Transportation Equity Act of the 21st Century," Public Law 105-178, 112 Stat. 107, June 9, 1998. The Motor Carrier Safety Improvement Act of 1999, Public Law 106-159, 113 Stat. 1748, December 9, 1999, created the Federal Motor Carrier Safety Administration and section 213 of the Act expanded the Safety Violation Hotline Service to include a 24-hour operation. On August 10, 2005, Congress enacted the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA-LU), Public Law 109-59, 119 Stat. 1144. Section 4214 of SAFETEA-LU requires DOT to create a system to record and log aggregate complaint information regarding violations of the Federal Motor Carrier Safety Regulations.

The NCCDB fulfills the requirements of these mandates. Complaints will be accepted through the NCCDB in connection with other statutory mandates, including, but not limited to, protection of drivers against harassment and coercion under sections 32301(b)

and 32911, respectively, of the Moving Ahead for Progress in the 21st Century Act, Public Law 112-141, 126 Stat. 405. The NCCDB will also accept complaints from interested parties regarding third party intermediaries (brokers and freight forwarders) and their associated financial responsibility instruments.

Title: National Consumer Complaint Database.

OMB Control Number: 2126-00XX.

Type of Request: New information collection request.

Respondents: Consumers, Drivers, and Other Participants in the Motor Carrier Industry.

Estimated Number of Respondents: 4,299.

Estimated Time per Response: 15 minutes.

Expiration Date: N/A. This is a new ICR.

Frequency of Response: On occasion.

Estimated Total Annual Burden: 1,075.

ADA/Bus—Service

60.5 burden hours (242 responses × 15 minutes to complete complaint = 60.5)

Truck/Drivers

305 burden hours (1,219 responses × 15 minutes to complete complaint = 305)

Consumers

709.5 burden hours (2,838 responses × 15 minutes to complete complaint = 709.5)

There is no complaint history for the recently added coercion and harassment complaint categories, or for complaints regarding financial responsibility instruments for brokers and/or freight forwarders. This data will be collected and included in future renewals for the NCCDB.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the agency to perform its mission; (2) the accuracy of the estimated burden; (3) ways for the FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize or include your comments in the request for OMB's clearance of this information collection.

Issued under the authority of 49 CFR 1.87 on: November 22, 2016.

G. Kelly Regal,

Associate Administrator for Office of Research and Information Technology.

[FR Doc. 2016-28745 Filed 11-28-16; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT-OST-2016-0233]

Solicitation of Proposals for Designation of Automated Vehicle Proving Grounds Pilot

AGENCY: Office of the Secretary, U.S. Department of Transportation (DOT).

ACTION: Notice of intent to designate proving grounds.

SUMMARY: It is the policy of the U.S. Department of Transportation ("DOT" or the "Department") to foster the safe deployment of advanced automated vehicle technologies to achieve national goals while understanding the long-term societal and ethical impacts that these technological advancements may impose. To further this understanding, the DOT is requesting proposals from applicants to form an initial network of multiple proving grounds, focused on the advancement of automated vehicle technology. These entities will be designated as a Community of Practice to develop and share best practices around the safe testing, demonstration and deployment of automated vehicle technology.

DATES: Proposals must be submitted by 11:59 p.m. EST on December 19, 2016.

ADDRESSES: Final proposals must not exceed 15 pages in length, and must be submitted electronically to: automation@dot.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please send inquiries to automation@dot.gov.

SUPPLEMENTARY INFORMATION: The Department is requesting applications to be designated as USDOT Automated Vehicle Proving Grounds. Please read this notice in its entirety so that you have all the information to determine whether you would like to submit a proposal.

DESCRIPTION: Benefits of Designation as a USDOT Automated Vehicle Proving Ground: Automated and connected vehicle technologies are advancing, but the pace of innovation can accelerate through the safe testing and deployment of vehicles on closed tracks, on campuses and on limited roads. For this purpose, the DOT is seeking applications from eligible entities that would like to be designated USDOT Automated Vehicle Proving Grounds. The Department anticipates that the designation will encourage new levels of public safety while contributing to a strong innovative foundation able to transform personal and commercial

¹ The U.S. Department of Transportation (DOT) maintains reporting and other requirements for over-the-road buses (OTRBs) under its Americans with Disabilities Act (ADA) regulations. (For a complete listing of the DOT's ADA regulations, see 49 CFR parts 37 and 38.)

mobility and open new doors to disadvantaged people and communities. The designated proving grounds will collectively form a Community of Practice around safe testing and deployment. This group will openly share best practices for the safe conduct of testing and operations as they are developed, enabling the participants and the general public to learn at a faster rate and accelerating the pace of safe deployment. Designated Proving Grounds must establish a Designated Safety Officer responsible for their safety management plan and commit to sharing their approaches to safety and non-proprietary/non-confidential safety data generated through testing and operation.

DESIGNATION DECISIONS: The Secretary of Transportation will make all designations under this notice. A designation as a USDOT Automated Vehicle Proving Ground is not an award of Federal financial assistance.

ELIGIBILITY INFORMATION: The following entities are eligible for designation as a USDOT Automated Vehicle Proving Ground. Individuals are not eligible for designation under this notice. Facilities will not be limited to a predetermined size, number or variety of domains/capabilities. The Department actively encourages the inclusion of minority institutions/businesses (e.g., small and disadvantaged businesses). Eligible entities include:

- (1) Test tracks or testing facilities
- (2) Race tracks
- (3) Cities/urban cores
- (4) Highway corridors
- (5) Campuses (corporate or academic)

SELECTION CRITERIA: The Secretary of Transportation will make all designations. Selections will be based on meeting the mandatory criteria and the level of ability of the applicant to meet one or more of the other criteria identified below:

Mandatory Criteria

- A Designated Safety Officer responsible for the entity's safety management plan and who will participate in the Community of Practice's regular quarterly meeting of Safety Officers.
- Commitment to sharing the entity's approaches to safety and safety data generated through testing and operation.

Proposed Contributions

- The extent to which the applicant meets the above eligibility and administers an established automated vehicle program, either independently or through a partnership.
- The capability of the applicant to provide leadership in making national

and regional contributions to the solution of both long-range and immediate mobility challenges through the testing and deployment of automated vehicle technology.

- The applicant's proposed contributions to the Community of Practice. Examples include established safety management plans, access to testing data, engagement with stakeholders or ability to generate results that have broad applicability.
- As part of participation in the Community of Practice, Designated Proving Grounds applicant's ability and willingness to maintain a working relationship with the Department's relevant research program offices. The application should describe this proposed relationship, including aspects such as potential participation in conferences, meetings, joint research efforts, and submission of significant activity reports to the DOT on a routine basis.

Commitment to Safety

- The demonstrated capability to control risks through the implementation of robust safety precautions through a published safety management plan in all proving ground testing and operations.
- Applicant demonstrates that specific safety considerations have been met over the course of operation, including safety of proving ground personnel, safety protocols when making use of public roads, and attention to safe design, deployment, and operation of automated devices.

Research, Application and Data Sharing

- The extent to which the State or locality in which the applicant is located can provide applicable solutions for the broader region and surrounding corridor for improved mobility through the advancement of automated vehicle technology.
- The demonstrated research and extension resources available to the applicant for carrying out activities and programs as they relate to automated vehicle advancements.
- The degree to which the applicant can disseminate results of automated vehicle research through a statewide or region-wide education program to support the national deployment of automated vehicle technology.
- A commitment to open data and sharing performance metrics and results of objective tests.

Demonstrated Investments

- In facilitating automated vehicle testing, applicants demonstrate

commitment through one or more of the following:

- (1) Capital improvements to the proving grounds to advance automated vehicles;
- (2) Authorization for the proving grounds, either through State legislation or regulation, to address regulatory challenges associated with higher levels of automation;
- (3) Testing or deployment underway to determine automated vehicle technology feasibility.

Readiness

- (1) Designated facility is open for testing, or the ability of the applicant to demonstrate that the facility will be open for testing, by January 1, 2018.
- (2) The facility supports testing by multiple users, or the data generated by the proving ground is shared openly to the public.
- (3) Designated facility provides a Designated Point of Contact.
- (4) If making use of public roads, the applicant demonstrates that it has engaged with any affected communities and can show that it is actively working with those communities to address any concerns.

Adherence to Laws, Regulations, and Federal Policy

- The degree to which the application addresses how the automated vehicle testing facility will adhere to all state and local laws and federal regulations.
- If making use of public roads, the applicant demonstrates adherence to those primary subject areas outlined in the National Highway Traffic Safety Administration's (NHTSA) policy for automated vehicles (*Federal Automated Vehicles Policy: Accelerating the Next Revolution in Roadway Safety*) for any testing or deployment of L3-L5 systems on public roads.

REVIEW AND SELECTION PROCESS: DOT will review all applications received by the deadline. The designation review and selection process consists of two phases: Eligibility & Technical Review and Senior Review. In the Eligibility & Technical Review phase, DOT staff will (1) ensure that the applicant is eligible (see Eligibility Information section) and (2) assess the applicant's ability to meet the mandatory criteria and one or more of the other Selection Criteria enumerated above. In the Senior Review phase, which includes senior leadership from DOT, specific applications may be advanced to the Secretary for selection. In making recommendations, the Senior Review team may seek to ensure an equitable geographic distribution and the inclusion of minority institutions/businesses (e.g., small and

disadvantaged businesses). The Secretary selects from applications advanced by the Senior Review team for designations.

DESIGNATION NOTICE: The Secretary will announce designations by posting a list of USDOT Automated Vehicle Proving Grounds at www.transportation.gov/. The Department anticipates that the selection of the initial USDOT Automated Vehicle Proving Grounds will be completed during the first quarter of calendar year 2017. The Department may make additional designations on an annual basis or as deemed appropriate.

DESIGNATION AGENCY CONTACTS: For further information concerning this notice, please contact the Department via email at automation@dot.gov, or call Christopher Hillers at 202-366-5421.

OTHER INFORMATION: All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information you consider to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) Note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions. DOT protects such information from disclosure to the extent allowed under applicable law. In the event DOT receives a Freedom of Information Act (FOIA) request for the information, DOT will follow the procedures described in its FOIA regulations at 49 CFR 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

Issued in Washington, DC, on November 22, 2016.

Anthony R. Foxx,

Secretary of Transportation.

[FR Doc. 2016-28619 Filed 11-28-16; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

Publication of the Tier 2 Tax Rates

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice.

SUMMARY: Publication of the tier 2 tax rates for calendar year 2017 as required

by section 3241(d) of the Internal Revenue Code (26 U.S.C. 3241). Tier 2 taxes on railroad employees, employers, and employee representatives are one source of funding for benefits under the Railroad Retirement Act.

DATES: The tier 2 tax rates for calendar year 2017 apply to compensation paid in calendar year 2017.

FOR FURTHER INFORMATION CONTACT:

Kathleen Edmondson,
CC:TEGE:EOEG:ET1, Internal Revenue Service, 1111 Constitution Avenue NW., Washington, DC 20224, Telephone Number (202) 317-6798 (not a toll-free number).

Tier 2 Tax Rates: The tier 2 tax rate for 2017 under section 3201(b) on employees is 4.9 percent of compensation. The tier 2 tax rate for 2017 under section 3221(b) on employers is 13.1 percent of compensation. The tier 2 tax rate for 2017 under section 3211(b) on employee representatives is 13.1 percent of compensation.

Dated: November 22, 2016.

Victoria A. Judson,

Associate Chief Counsel (Tax Exempt and Government Entities).

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BILLING CODE 4830-01-P

DEPARTMENT OF THE TREASURY

Open Meeting of the Advisory Committee on Risk-Sharing Mechanisms

AGENCY: Departmental Offices, U.S. Department of the Treasury.

ACTION: Notice of Open Meeting.

SUMMARY: This notice announces that the Department of the Treasury's Advisory Committee on Risk-Sharing Mechanisms ("Committee") will convene a meeting on Thursday, December 15, 2016, in Room 4121, 1500 Pennsylvania Avenue NW., Washington, DC 20220, from 1:30-4:30 p.m. Eastern Time. The meeting is open to the public, and the site is accessible to individuals with disabilities.

DATES: The meeting will be held on Thursday, December 15, 2016, from 1:30-4:30 p.m. Eastern Time.

ADDRESSES: The Advisory Committee on Risk-Sharing Mechanisms meeting will be held in Room 4121, Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220. The meeting will be open to the public, and will be held in a secured facility. Members of the public who plan to attend the meeting must either:

1. Register online. Attendees may visit <http://www.cvent.com/d/dvqdsy?ct=6128d144-9ad5-45f5-910c-c7b44560aae0&RefID=TRIA+General+Registration> and fill out a secure online registration form. A valid email address will be required to complete online registration.

Note: Online registration will close at 5:00 p.m. Eastern Time on Thursday, December 8, 2016.

2. Contact the Federal Insurance Office (FIO), at (202) 622-3220, by 5:00 p.m. Eastern Time on Thursday, December 8, 2016, and provide registration information.

Requests for reasonable accommodations under Section 504 of the Rehabilitation Act should be directed to Mariam G. Harvey, Office of Civil Rights and Diversity, Department of the Treasury at (202) 622-0316, or mariam.harvey@do.treas.gov.

FOR FURTHER INFORMATION CONTACT: Lindsey Baldwin, Senior Policy Analyst, FIO, Room 1410, Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220, at (202) 622-3220 (this is not a toll-free number). Persons who have difficulty hearing or speaking may access this number via TTY by calling the toll-free Federal Relay Service at (800) 877-8339.

SUPPLEMENTARY INFORMATION: Notice of this meeting is provided in accordance with the Federal Advisory Committee Act, 5 U.S.C. App. II 10(a)(2), through implementing regulations at 41 CFR 102-3.150.

Public Comment: Members of the public wishing to comment on the business of the Advisory Committee on Risk-Sharing Mechanisms are invited to submit written statements by any of the following methods:

Electronic Statements

- Send electronic comments to ACRSM@treasury.gov.

Paper Statements

- Send paper statements in triplicate to the Advisory Committee on Risk-Sharing Mechanisms, Room 1410, Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220.

In general, the Department of the Treasury will post all statements on its Web site www.treasury.gov/initiatives/fio without change, including any business or personal information provided such as names, addresses, email addresses, or telephone numbers. The Department of the Treasury will also make such statements available for public inspection and copying in the Department of the Treasury's Library,