

5. Continuation of Report of the Finance, Rates, and Portfolio Committee
  - A. Standby Rates
6. Report of the Nuclear Oversight Committee
7. Report of the Audit, Risk, and Regulation Committee
  - A. FY 2018 External Auditor Selection
  - B. Board Practice on External Inquiries
8. Report of the People and Performance Committee
  - A. Corporate Goals
  - B. Dental Administration Contract
9. Report of the External Relations Committee
  - A. Knoxville Office Complex
  - B. Multiple Reservoirs Land Management Plan

For more information: Please call TVA Media Relations at (865) 632–6000, Knoxville, Tennessee. People who plan to attend the meeting and have special needs should call (865) 632–6000. Anyone who wishes to comment on any of the agenda in writing may send their comments to: TVA Board of Directors, Board Agenda Comments, 400 West Summit Hill Drive, Knoxville, Tennessee 37902.

Dated: August 16, 2017.

**Sherry A. Quirk,**  
*General Counsel.*

[FR Doc. 2017–17709 Filed 8–17–17; 11:15 am]

BILLING CODE 8120–08–P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: National Flight Data Center Web Portal

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. National Flight Data Center (NFDC) Web Portal forms are used to collect aeronautical information, detailing the physical description and operational status of all components of the National Airspace System (NAS).

**DATES:** Written comments should be submitted by September 20, 2017.

**ADDRESSES:** Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to [oira\\_submission@omb.eop.gov](mailto:oira_submission@omb.eop.gov), or faxed to (202) 395–6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW., Washington, DC 20503.

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA 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:

Barbara Hall by email at: [Barbara.L.Hall@faa.gov](mailto:Barbara.L.Hall@faa.gov). Phone: (817) 222–5448.

#### SUPPLEMENTARY INFORMATION:

**OMB Control Number:** 2120–0754.

**Title:** National Flight Data Center Web Portal.

**Form Numbers:** FAA Form 7900–1, 7900–2, 7900–3, 7900–4, 7900–7.

**Type of Review:** Renewal of an information collection.

**Background:** The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 5, 2017 (82 FR 16658). There were no comments. The National Flight Data Center (NFDC) is the authoritative government source for collecting, validating, storing, maintaining, and disseminating aeronautical data concerning the United States and its territories to support real-time aviation activities. The information collected ensures the safe and efficient navigation of the national airspace. The information collected is maintained in the National Airspace System Resources (NASR) database which serves as the official repository for NAS data and is provided to government, military, and private producers of aeronautical charts, publications, and flight management systems. The FAA is no longer collecting the information that was previously collected using Form 7900–5 or 7900–6.

**Respondents:** Approximately 5,173 representatives of U.S. public airports, U.S. privately-owned instrument landing systems, and non-Federal weather systems.

**Frequency:** Information is collected on occasion.

**Estimated Average Burden per Response:** 40 minutes.

**Estimated Total Annual Burden:** 2,107 hours.

Issued in Washington, DC, on August 15, 2017.

**Ronda L. Thompson,**

*FAA Information Collection Clearance Officer, Performance, Policy & Records Management Branch, ASP-110.*

[FR Doc. 2017–17644 Filed 8–18–17; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2006–24774]

#### Petition for Waiver of Compliance

Under Part 211 of Title 49 of the Code of Federal Regulations (CFR), this document provides the public notice that on April 25, 2017, the Minnesota Transportation Museum (MTM) requested renewal of a waiver of compliance from certain provisions of 49 CFR part 232, *Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment*.

Specifically, MTM requests relief from part 232, Appendix B, § 232.17(b)(2) for passenger car maintenance requirements. MTM is a non-profit corporation that operates historic and educational excursion trains as the Osceola and St. Croix Valley Railway between Dresser, Wisconsin and Withrow, Minnesota, a distance of 25 miles, over Canadian National track. Operation of this train is from mid-April to the end of October primarily on weekends with occasional mid-week special event trains for approximately 70 operating days. MTM currently operates six coaches equipped with either LN, UC or D–22 type brakes that require a clean, oil, test, and stencil (COT&S) servicing, as prescribed in the Manual of Standards and Recommended Practices of the Association of American Railroads, S–4045, Passenger Equipment Maintenance Requirements, last published in 2013.

MTM requests a renewal of relief for the COT&S intervals for the coaches with the UC and LN type brake valves. MTM asserts that it has been performing the COT&S servicing at 24-month intervals instead of the 15-month intervals prescribed in part 232,

Appendix B, § 232.17(b)(2) with no decrease to public safety.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the Department of Transportation's Docket Operations Facility, 1200 New Jersey Ave. SE., W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Communications received by October 5, 2017 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacyNotice> for the privacy notice of [regulations.gov](http://regulations.gov).

Issued in Washington, DC on August 11, 2017.

**John Karl Alexy,**  
*Director, Office of Safety Analysis.*  
[FR Doc. 2017–17585 Filed 8–18–17; 8:45 am]  
**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2016–0116]

#### Notice of Application for Approval To Discontinue or Modify a Railroad Signal System

Under part 235 of Title 49 of the Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that on July 21, 2017, CSX Transportation, Inc. (CSXT) petitioned the Federal Railroad Administration (FRA) requesting reconsideration of a prior FRA decision granting conditional relief from certain provisions of 49 CFR part 236. FRA assigned the petition Docket Number FRA–2016–0116.

In a May 30, 2017 decision, the FRA's Railroad Safety Board (Board) conditionally approved CSXT's petition for a waiver of compliance from 49 CFR 236.60, *Switch Shunting Circuit; Use Restricted*. The Board stated in its decision the single condition of this relief was that it did not apply in Positive Train Control (PTC) territory or on tracks leading to PTC territory. CSXT states the May 30th decision did not provide an explanation why this condition was included.

As CSXT explains in its request for reconsideration, under the requirements of the Rail Safety Improvement Act of 2008 (Pub. L. 110–432, Oct. 16, 2008), and the Positive Train Control Enforcement and Implementation Act of 2015 (Pub. L. 114–73, 129 Stat. 576, 582, Oct. 29, 2015), all required PTC hardware must be installed on or before December 31, 2018. CSXT has determined that, to date, there are approximately 250 switches utilizing shunt only protection on subdivisions where PTC has been installed or must be installed by December 31, 2018. CSXT states that excluding all PTC territory and tracks leading to PTC territory from the waiver would require it to modify these 250 switches by adding track circuit breaks to each location on or before December 31, 2018. CSXT asserts that while it remains on track to meet its PTC hardware installation requirement, also requiring these shunt-only protected switches to be modified puts CSXT's ability to meet this deadline into serious jeopardy,

because it would add a significant amount of unplanned work to Engineering Department employees.

As an alternative to this requirement to modify shunt only protected switches in PTC territory, CSXT requests that the Board modify the waiver to allow CSXT to grandfather the current 250 shunt-only protected switches located in PTC territory or on tracks leading to PTC territory into this waiver.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the U.S. Department of Transportation's Docket Operations Facility, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

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