

through a parallel process with Amendment 21 to the FMP. The regulations implementing the program were effective January 1, 2011; all of the necessary tracking systems to make the program operational became active on January 11, 2011, the date fishing began under the new program. Since that time, the Council and NMFS have been addressing implementation issues as they arise. To achieve individual accountability for catch and bycatch and track total catch, the shorebased IFQ Program is subject to 100 percent monitoring both at-sea and dockside. In addition to 100 percent monitoring at-sea, motherships and catcher/processors are subject to flow scale requirements that include daily testing, reporting, and an annual inspection.

II. Method of Collection

This collection utilizes both electronic and paper forms, depending on the specific item. Methods of submittal include email of electronic forms, and mail and facsimile transmission of paper forms.

III. Data

OMB Control Number: 0648–0619.
Form Number(s): None.

Type of Review: Regular (extension of a current information collection).

Affected Public: Business or other for-profit organizations.

Estimated Number of Respondents: 155.

Estimated Time per Response: 10 hours for a Provider permit, 2 hours for an annual renewal, 4 hours each for appeals and catch monitoring plans; 1 hour each for a catch monitor qualification inseason testing of shorebased scales; 2 hours for an inspection; 10 minutes each for first receiver reports and electronic fish tickets ; 1 minute for Pacific whiting disposition recordkeeping; 30 minutes for daily at-sea scale testing reports, 10 minutes for daily at-sea scale catch and cumulative weight reports, 1 minute each for at-sea scale audit trail, at-sea scale calibration log, and at-sea scale fault log, and 0 minutes for at-sea scale video monitoring.

Estimated Total Annual Burden Hours: 1,826.

Estimated Total Annual Cost to Public: \$14,628 in recordkeeping/reporting costs.

IV. Request for Comments

Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the

agency's estimate of the burden (including hours and cost) of the proposed collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology.

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection; they also will become a matter of public record.

Dated: November 6, 2017.

Sarah Brabson,

NOAA PRA Clearance Officer.

[FR Doc. 2017–24382 Filed 11–8–17; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

Submission for OMB Review; Comment Request

The Department of Commerce will submit to the Office of Management and Budget (OMB) for clearance the following proposal for collection of information under the provisions of the Paperwork Reduction Act.

Agency: National Oceanic and Atmospheric Administration (NOAA).

Title: West Coast Region Highly Migratory Species Vessel Identification Requirements.

OMB Control Number: 0648–0361.

Form Number(s): None.

Type of Request: Regular (extension of a currently approved information collection).

Number of Respondents: 1,700.

Average Hours per Response: All but purse seine vessels, 45 minutes; purse seine vessels, 1 hour, 15 minutes.

Burden Hours: 644.

Needs and Uses: This request is for extension of a current information collection. Regulations at 50 CFR 660.704 require that all commercial fishing vessels with permits issued under authority of the National Marine Fishery Service's (NMFS) Fishery Management Plan for United States (U.S.) West Coast Highly Migratory Species Fisheries display the vessel's official number (U.S. Coast Guard documentation number or state registration number). The numbers must be of a specific size and format and located at specified locations. The official number must be affixed to each

vessel subject to this section in block Arabic numerals at least 10 inches (25.40 centimeters) in height for vessels more than 25 feet (7.62 meters) but equal to or less than 65 feet (19.81 meters) in length; and 18 inches (45.72 centimeters) in height for vessels longer than 65 feet (19.81 meters) in length. Markings must be legible and of a color that contrasts with the background. The display of the identifying number aids in fishery law enforcement. This requirement does not apply to recreational charter vessels.

Affected Public: Business or other for-profit organizations; individuals or households.

Frequency: Biennially.

Respondent's Obligation: Required to obtain or retain benefits.

This information collection request may be viewed at reginfo.gov. Follow the instructions to view Department of Commerce collections currently under review by OMB.

Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to OIRA_Submission@omb.eop.gov or fax to (202) 395–5806.

Dated: November 6, 2017.

Sarah Brabson,

NOAA PRA Clearance Officer.

[FR Doc. 2017–24425 Filed 11–8–17; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Availability of Norfolk Harbor Navigation Improvements Draft General Reevaluation Report/Environmental Assessment

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of availability.

SUMMARY: The U.S. Army Corps of Engineers (USACE) in association with the nonfederal sponsor, the Virginia Port Authority, an agent of the Commonwealth of Virginia, announces the availability of the Norfolk Harbor Navigation Improvements Draft General Reevaluation Report/Environmental Assessment (GRR/EA) for public review and comment. The purpose of this Draft GRR/EA is to identify whether the original authorized plan is still in the federal interest and to evaluate alternatives that have the potential to improve the current and future operational efficiency of commercial vessels currently using the Norfolk

Harbor. Channel deepening and widening alternatives were evaluated as well as the No Action/Future Without Project Alternative. Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, the USACE developed the draft GRR/EA to examine and assess the impacts of the project alternatives and determined that implementation of the Proposed Action would have not have significant impacts.

This study was authorized by Section 216 of the Flood Control Act of 1970 (Pub. L. 91-611), which authorizes the review of completed federal projects in the interest of navigation and related purposes to determine the feasibility of further port deepening.

DATES: The Draft GRR/EA is available for a 30-day review period. Written comments, pursuant to the NEPA, will be accepted until the close of public review at the close of business on December 10, 2017.

ADDRESSES: Written comments or questions from the public may be submitted to the U.S. Army Corps of Engineers, Norfolk District, ATTN: Ms. Kimberly Koelsch, Planning Branch, Environmental Analysis Section (CENAO-WR-PE), Norfolk, VA 23510 or via email to kimberly.c.koelsch@usace.army.mil.

FOR FURTHER INFORMATION CONTACT: Ms. Kimberly Koelsch, U.S. Army Corps of Engineers, Norfolk District, VA 23510, 757-201-7837 or via email at kimberly.c.koelsch@usace.army.mil.

SUPPLEMENTARY INFORMATION: The document is available at the following locations:

(1) USACE Norfolk Harbor and Channels Deepening Project Web site: <http://www.nao.usace.army.mil/About/Projects/Norfolk-Harbor-Channel-Deepening/>.

(2) Slover Public Library, 235 East Plume Street, Norfolk, VA 23510.

(3) Copies may also be requested in writing at (see **ADDRESSES**).

Proposed Action. The Study Area is located in Hampton Roads, a 25 square-mile natural harbor serving port facilities in the cities of Norfolk, Newport News, Portsmouth, Chesapeake, and Hampton in southeastern Virginia. The study area consists of a network of federally-improved channels extending from Atlantic Ocean Channel to Lamberts Bend (on the Elizabeth River). The project has not been constructed, nor is it maintained, to its authorized depth.

The Action Alternative consists of constructing and maintaining the following features:

- Deepening the Atlantic Ocean Channel to a required depth of approximately 59 feet.
- Deepening the Thimble Shoal Channel to a required depth of approximately 56 feet.
- Widening the Thimble Shoal Channel Meeting Areas (one on each side of the Chesapeake Bay Bridge Tunnel) to approximately 1,200 feet (an additional 200 feet from current conditions) and deepening where necessary to a required depth of 56 feet.
- Deepening Anchorage F to a required depth of approximately 55 feet.
- Deepening the Norfolk Harbor Channel to a required depth of approximately 55 feet.
- Deepening the Newport News Channel to a required depth of approximately 55 feet.
- Associated Operations and Maintenance Activities.

Implementation of the Preferred Alternative would have the potential to impact water quality, benthic resources, cultural resources, floodplains, federally listed threatened and endangered species, marine mammals, and other natural resources. The Proposed Action must be located in a floodplain in order to use the Craney Island Dredged Material Management Area (CIDMMA) as a dredged material placement site. The Proposed Action will adhere to the 8-step process as outlined under Executive Order 11988, Floodplain Management.

Alternatives. The Draft GRR/EA considers a reasonable range of widening and deepening alternatives in the project channels, meetings areas, and anchorages to meet the proposed action's purpose and need. It also incorporates measures to avoid and minimize impacts to threatened and endangered species, fish and wildlife species, estuarine and marine habitat, and other resources. In response to problems and opportunities, a range of alternatives was evaluated through an iterative screening and formulation process, resulting in identification of a Preferred Alternative.

Public Involvement. On September 22, 2015, a Notice of Intent to publish an EA was published, along with information on a NEPA public scoping meeting on September 25, 2015. A **Federal Register** Notice was also published to announce the initiation of the feasibility study and also the public NEPA scoping meeting. As part of the public involvement process, all affected federal, Commonwealth of Virginia, and local agencies, private organizations, and the public were invited to the

Public Scoping Meeting on September 25, 2017 in Norfolk, VA.

Brenda S. Bowen,

Army Federal Register Liaison Officer.

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DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Availability of the Final Environmental Impact Statement for the Lower Bois d'Arc Creek Reservoir Project, Fannin County, TX

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of availability.

SUMMARY: The U.S. Army Corps of Engineers (USACE) Tulsa District has prepared a Final Environmental Impact Statement (FEIS) to analyze the direct, indirect, and cumulative effects of the construction of the proposed Lower Bois d'Arc Creek Reservoir (LBCR) and related actions proposed by the North Texas Municipal Water District (NTMWD) in Fannin County, Texas. The Proposed Action is a regional water supply project intended to provide up to 175,000 acre-feet/year (AFY), with an estimated firm yield of 120,665 AFY, of new water for NTMWD's member cities and direct customers in all or portions of nine counties in northern Texas—Collin, Dallas, Denton, Fannin, Hopkins, Hunt, Kaufman, Rains, and Rockwall. Construction of the reservoir and related facilities would result in permanent impacts to approximately 5,874 acres of wetlands, 651,140 linear feet of streams, and 78 acres of open waters. This action requires authorization from the USACE under Section 404 of the Clean Water Act. The Section 404 permit applicant is the NTMWD.

DATES: The FEIS will be used to inform the final USACE decision on this proposal. In accordance with the NEPA regulations, a final decision will not be made before December 9, 2017.

ADDRESSES: Comments, if any, regarding the FEIS must be submitted by December 9, 2017, to Mr. Andrew R. Commer, Regulatory Office Chief, USACE Tulsa District (CESWT-RO), 2488 East 81st Street, Tulsa, Oklahoma 74137-4290, or via email: ceswt-ro@usace.army.mil. Comments submitted by email must include "FEIS Lower Bois d'Arc Creek Reservoir" in the subject line.

FOR FURTHER INFORMATION CONTACT: Mr. Andrew R. Commer, USACE Tulsa