

Minnesota Airports District Office (ADO), 6020 28th Avenue South, Suite 102, Minneapolis, Minnesota, 55450. Telephone number is (612) 253-4639. Copies of the FONSI/ROD and/or Final EA are available upon written request by contacting Mr. Josh Fitzpatrick through the contact information above.

SUPPLEMENTARY INFORMATION: The Final EA evaluated the DTL Runway 13/31 Shift/Extension and Associated Improvements Project. Due to airfield deficiencies identified by the FAA and Minnesota Department of Transportation (MnDOT) at DTL, the purpose of the proposed action is to provide a usable, reliable, and safe primary runway at an airport in or near the City of Detroit Lakes that is compliant with FAA and MnDOT design standards, guidance, and minimum system objectives for key airports.

The FAA and the City of Detroit Lakes jointly prepared the Final Federal EA/State of Minnesota Environmental Impact Statement (EIS), pursuant to the requirements of the NEPA and the Minnesota Environmental Policy Act.

The Final EA identified and evaluated all reasonable alternatives. Numerous alternatives were considered but eventually discarded for not meeting the purpose and need. Five alternatives (No Action, Alternative 3, Alternative 4, Alternative 5, and Alternative 7) were examined in detail. After careful analysis and consultation with various resource agencies, the City of Detroit Lakes selected Alternative 3 as the preferred alternative. Alternative 3 satisfies the purpose and need while minimizing impacts.

Alternative 3 includes a shift, widening, and extension to 5,200-foot of DTL's primary runway and parallel taxiway to meet FAA and MnDOT design standards and operator runway length requirements. The primary runway would be reconstructed to replace aging and deteriorating pavement. Two taxiways would be removed and replaced that connect the primary runway and parallel taxiway. An instrument approach to the Airport's primary runway with CAT-I minimums (½ statute mile visibility and 200-foot cloud ceiling height) to meet MnDOT requirements would be implemented. The Airport's Automated Weather Observing System (AWOS) will be relocated due to the project and property will be acquired to accommodate the runway and approach improvements. A relocation of the runway edge lights, runway end identifier lights (REILS), vertical approach slope indicator (VASI) unit,

and a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) will be required. An access road for the MALSR will be required for maintenance activities.

Alternative 3 includes 15.5 acres of wetland impact. The loss of wetlands will be mitigated through the creation of 32.3 acres of wetlands onsite. An additional clearing of 17.6 acres of upland trees and 7.6 acres of wetland trees in the Runway 31 approach to provide adequate clearance of the applicable airspace will be required.

Based on the analysis in the Final EA, the FAA has determined that Alternative 3 will not result in significant impacts to resources identified in accordance with FAA Orders 1050.1F and 5054.4B. Therefore, an environmental impact statement will not be prepared.

Issued in Minneapolis, Minnesota on September 1, 2016.

Andy Peek,

Manager, Dakota-Minnesota Airports District Office, FAA, Great Lakes Region.

[FR Doc. 2016-22739 Filed 9-20-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Suffolk County, New York

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice to Rescind the Record of Decision and the Final Environmental Impact Statement (FEIS).

SUMMARY: The FHWA is issuing this notice to advise the public that the Record of Decision (ROD) and the Final Environmental Impact Statement (FEIS) for the proposed Interstate 495 (Long Island Expressway) Rest Area Upgrade Project between Exits 51 & 52 (eastbound) in the Town of Huntington, Suffolk County, New York (NYSDOT Project Identification Number: 0229.14) are being rescinded.

FOR FURTHER INFORMATION CONTACT: Peter Osborn, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, Suite 719, Clinton Avenue and North Pearl Street, Albany, New York 12207. Telephone (518) 431-4127

SUPPLEMENTARY INFORMATION: The FHWA, as the lead Federal agency, in cooperation with the New York State Department of Transportation (NYSDOT) signed a ROD on August 6, 2007, for the proposed Interstate 495

(Long Island Expressway) Rest Area Upgrade Project between Exits 51 & 52 (eastbound). The proposed project evaluated alternatives for upgrading the existing rest area for cars and trucks located on I-495/LIE eastbound between Exits 51 and 52.

Since the ROD was signed, NYSDOT notified FHWA that Federal funds will not be utilized during the final design and construction of the project. Therefore, FHWA has determined that the ROD and the Final Environmental Impact Statement dated May 21, 2007, will be rescinded since there will be no Federal action, and the requirements of the National Environmental Policy Act pursuant to 42 U.S.C. 4321, *et seq.* and 23 Code of Federal Regulations 771 no longer apply.

Comments and questions concerning the proposed action should be directed to FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: September 12, 2016.

Peter Osborn,

Division Administrator, Federal Highway Administration, Albany, New York.

[FR Doc. 2016-22698 Filed 9-20-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2014-0121; Notice 1]

Notice of Receipt of Petition for Decision that Nonconforming Model Year 2009 Jeep Compass Multipurpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Receipt of petition.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that model year (MY) 2009 Jeep Compass multipurpose passenger vehicles (MPVs) that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS), are eligible for importation into the United States because they are substantially similar to vehicles that were originally manufactured for sale in the United

States and that were certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the 2009 Jeep Compass MPVs) and they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is October 21, 2016.

ADDRESSES: Comments should refer to the docket and notice numbers above and be submitted by any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Mail:* Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001

- *Hand Delivery or Courier:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

- *Fax:* 202-493-2251.

Instructions: Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that your comments were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

How to Read Comments submitted to the Docket: You may read the comments received by Docket Management at the address and times given above. You may also view the documents from the Internet at <https://www.regulations.gov>. Follow the online instructions for accessing the dockets. The docket ID number and title of this notice are shown at the heading of this document notice. Please note that even after the comment closing date, we will continue

to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically search the Docket for new material.

FOR FURTHER INFORMATION CONTACT:

George Stevens, Office of Vehicle Safety Compliance, NHTSA (202-366-5308).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

G&K Automotive Conversion Inc. (G&K) of Santa Ana, California (Registered Importer R-90-007) has petitioned NHTSA to decide whether nonconforming 2009 Jeep Compass MPVs are eligible for importation into the United States. The vehicles which G&K believes are substantially similar are MY 2009 Jeep Compass MPVs sold in the United States and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner claims that it compared non-U.S. certified MY 2009 Jeep Compass MPVs to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

G&K submitted information with its petition intended to demonstrate that non-U.S. certified MY 2009 Jeep Compass MPVs, as originally manufactured, conform to many applicable FMVSS in the same manner as their U.S.-certified counterparts, or

are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non U.S.-certified MY 2009 Jeep Compass MPVs, as originally manufactured, conform to Standard Nos. 102 *Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect*, 103 *Windshield Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 113 *Hood Latch System*, 114 *Theft Protection*, 116 *Motor Vehicle Brake Fluids*, 118 *Power-Operated Window, Partition, and Roof panel System*, 124 *Accelerator Control Systems*, 135 *Light Vehicle Brake Systems*, 139 *New Pneumatic Radial Tires for Light Vehicles*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies* 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Mounting*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 225 *Child Restraint Anchorage Systems* and 302 *Flammability of Interior Materials*.

The petitioner also contends that the subject non-U.S certified vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays:* replacement of the original instrument cluster with the U.S. model component and associated software, or modifying the existing speedometer such that speed is displayed in miles per hour (MPH) and the brake telltale displays the word "BRAKE" as described in the petition.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment:* installation of U.S.-conforming front side marker lamps, headlamps, and front side mounted reflex reflectors.

Standard No. 110 *Tire Selection and Rims:* installation of the required tire information placard.

Standard No. 111 *Rear Visibility:* inscription of the required warning statement on the face of the passenger mirror, or replacement of the passenger side mirror with the U.S.-model component.

Standard No. 138 *Tire Pressure Monitoring Systems:* installation of the original vehicle manufacturer's U.S.-model TPMS system including the module receiver, tire pressure sensors, associated software and additional components as necessary for a vehicle to conform to the standard.

Standard No. 208 *Occupant Crash Protection*: inspection of each vehicle and replacement of any non-conforming seatbelts and advanced air bag suppression system components with U.S.-model components as described in the petition as necessary for the vehicle to conform to the standard.

Standard No. 301 *Fuel System Integrity*: inspection of each vehicle and replacement of any non-U.S. model fuel system components with U.S.-model components as necessary to conform to the requirements of the standard as described in the petition.

The petitioner additionally states that a vehicle identification plate must be affixed to the vehicle near the left windshield pillar to meet the requirements of 49 CFR part 565.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above addresses both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141(a)(1)(A), (a)(1)(B), and (b)(1); 49 CFR 593.7; delegation of authority at 49 CFR 1.95 and 501.8.

Jeffrey M. Giuseppe,
Director, Office of Vehicle Safety Compliance.
[FR Doc. 2016-22720 Filed 9-20-16; 8:45 am]
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DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

September 16, 2016.

The Department of the Treasury will submit the following information collection requests to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, Public Law 104-13, on or after the date of publication of this notice.

DATES: Comments should be received on or before October 21, 2016 to be assured of consideration.

ADDRESSES: Send comments regarding the burden estimates, or any other aspect of the information collections, including suggestions for reducing the burden, to (1) Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for Treasury, New Executive Office Building, Room 10235, Washington, DC 20503, or email at OIRA_Submission@OMB.EOP.gov and (2) Treasury PRA Clearance Officer, 1750 Pennsylvania Ave. NW., Suite 8117, Washington, DC 20220, or email at PRA@treasury.gov.

FOR FURTHER INFORMATION CONTACT: Copies of the submissions may be obtained by emailing PRA@treasury.gov, calling (202) 622-1295, or viewing the entire information collection request at www.reginfo.gov.

Internal Revenue Service (IRS)

OMB Control Number: 1545-1099.

Type of Review: Reinstatement of a previously approved collection.

Title: Form 8811, Information Return for Real Estate Mortgage Investment Conduits (REMICs) and Issuers of Collateralized Debt Obligations.

Form: Form 8811.

Abstract: A REMIC or issuer of a CDO (defined in Code of Federal Regulations section 1.6049-7(d)(2)) uses Form 8811 to provide the information required by 26 CFR 1.6049-7(b)(1)(ii) to be published in the directory of REMICs and issuers of CDOs, Pub. 938, Real Estate Mortgage Investment Conduits (REMICs) Reporting Information (And Other Collateralized Debt Obligations (CDOs)).

Affected Public: Businesses or other for-profits.

Estimated Total Annual Burden Hours: 4,380.

OMB Control Number: 1545-1726.

Type of Review: Reinstatement of a previously approved collection.

Title: Practice Before the Internal Revenue Service.

Form: Forms 14360, 14364, 14392.

Abstract: Included in this collection are Form 14360, Continuing Education Provider Complaint Referral; Form 14364, Continuing Education Program Evaluation; Form 14392, Continuing Education Waiver Request; and Revenue

Procedure 2012-12, describing procedures to be identified by the IRS as a qualifying organization accrediting continuing education providers.

Affected Public: Businesses or other for-profits.

Estimated Total Annual Burden Hours: 1,777,125.

OMB Control Number: 1545-1738.

Type of Review: Extension of a currently approved collection.

Title: Revenue Procedure 2001-29, Leveraged Leases.

Abstract: Rev. Proc. 2001-29 sets forth the information and representations required to be furnished by taxpayers in requests for advance rulings on leveraged lease transactions within the meaning of Rev. Proc. 2001-28. The collection of information is required to establish the economic substance of the transaction and its *bona fides* as a true lease.

Affected Public: Individuals or households; Businesses or other for-profits.

Estimated Total Annual Burden Hours: 800.

OMB Control Number: 1545-1813.

Type of Review: Revision of a currently approved collection.

Title: Health Coverage Tax Credit (HCTC) Advance Payments (Form 1099-H).

Form: Form 1099-H.

Abstract: Internal Revenue Code, 26 U.S.C. 6050T, requires that providers of qualified health insurance coverage (defined in section 35(e)) that receive advance payments from the Department of the Treasury on behalf of eligible recipients pursuant to section 7527, must file Forms 1099-H, Health Coverage Tax Credit (HCTC) Advance Payments, to report those advance payments. They must also furnish a statement reporting that information to the eligible recipient.

Affected Public: Businesses or other for-profits.

Estimated Total Annual Burden Hours: 14,700.

Brenda Simms,

Treasury PRA Clearance Officer.

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