

lifting devices. It is uncertain whether the current supply of Buy America compliant lifting devices would be sufficient to meet such an increase in demand. The Agency recognizes that more time may be needed to accommodate an increase in demand for Buy America compliant lifting devices. The FHWA seeks comments and additional information about the supply and availability of Buy America compliant lifting devices that are permanently incorporated into precast concrete products.

Invitation for Public Comment

The FHWA requests public comment and input on this proposal for two nationwide waivers for manufactured items. Specifically, FHWA invites public comment on the following issues:

Proposed Nationwide Waiver for Commercially Available Off-the-Shelf Products With Steel or Iron Components

1. Does the COTS definition provide a reasonable description of commercially available off-the-shelf steel or iron items?
2. Are there COTS products that should be on the covered steel or iron materials list? If so, why?
3. Should there be a per-item cost cap for COTS items? If so, what should the cap be?
4. What is the burden, time, and cost associated with enforcing or complying with Buy America requirements for COTS items?
5. Are certifications and/or other documents available to allow owner agencies to trace and verify domestic melting and manufacturing processes for steel or iron products?
6. Does your agency or company track costs associated with the administrative or compliance efforts associated with the Buy America requirements?

Proposed Temporary Nationwide Waiver for Steel Tie Wire Permanently Incorporated in Precast Concrete Products

7. Is the temporary waiver for tie wire permanently incorporated into precast concrete necessary and appropriate, and if yes, is 1 year the appropriate length?

Additional Question Regarding Other Steel and Iron Products Permanently Incorporated in Precast Concrete Products

8. Is domestically produced supply sufficient to meet demand for Buy America compliant lifting devices permanently incorporated into precast concrete?
9. Does your agency or company have concerns regarding the administrative

burden, time, and cost associated with enforcing or complying with Buy America requirements on steel or iron products permanently incorporated into precast concrete products?

10. Does your agency or company have concerns regarding the availability of materials and products that comply with Buy America requirements on steel or iron products permanently incorporated into precast concrete products?

11. Does your State DOT have data that document the relative use of steel or iron products incorporated into precast products in comparison with all steel/iron materials used in your highway program?

(Authority: 23 U.S.C. 313; 23 CFR 635.410)

Dated: October 11, 2016.

Gregory G. Nadeau,
Administrator, Federal Highway
Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Transfer of Federally Assisted Facility

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent to transfer Federally assisted facility.

SUMMARY: Section 5334(h) of the Federal Transit Laws, as codified, 49 U.S.C. 5301, *et seq.*, permits the Administrator of the Federal Transit Administration (FTA) to authorize a recipient of FTA funds to transfer land or a facility to a public body for any public purpose with no further obligation to the Federal Government if, among other things, no Federal agency is interested in acquiring the asset for Federal use. Accordingly, FTA is issuing this Notice to advise Federal agencies that the Louisiana Department of Transportation and Development (LaDOTD) intends to transfer property located at 415 Jackson Avenue, New Orleans, Louisiana, to the Port of New Orleans, a political subdivision of the State of Louisiana. LaDOTD used the property, building, and improvements for a ferry terminal until September 2009. The property is no longer being used to support ferry service.

The Port of New Orleans (Port) intends to use the property for administrative purposes to support its activities. The transfer will provide benefits to the Port by providing space for Port personnel to carry out administrative functions. The transfer

will support efforts by the Port to expand container terminal capacity to address and capitalize projected growth in container traffic. In addition, Port ownership of the property and building will maintain a position of security in location and afford continuous visibility of the river from Port property. The Port plans to use the property and building for a minimum of 5 years.

DATES: *Effective Date:* Any Federal agency interested in acquiring the property and building must notify the FTA Region VI office of its interest no later than November 17, 2016.

ADDRESSES: Interested parties should notify the Regional Office by writing to Robert C. Patrick, Regional Administrator, Federal Transit Administration, 819 Taylor Street, Room 14A02, Fort Worth, TX 76102.

FOR FURTHER INFORMATION CONTACT: Eldridge Onco, Regional Counsel, (817) 978-0557.

SUPPLEMENTARY INFORMATION:

Background

49 U.S.C. 5334(h) provides guidance on the transfer of capital assets. Specifically, if a recipient of FTA assistance decides an asset acquired under this chapter at least in part with that assistance is no longer needed for the purpose for which it was acquired, the Secretary of Transportation may authorize the recipient to transfer the asset to a local governmental authority to be used for a public purpose with no further obligation to the Government. 49 U.S.C. 5334(h)(1).

Determinations

The Secretary may authorize a transfer for a public purpose other than mass transportation only if the Secretary decides:

(A) The asset will remain in public use for at least 5 years after the date the asset is transferred;

(B) There is no purpose eligible for assistance under this chapter for which the asset should be used;

(C) The overall benefit of allowing the transfer is greater than the interest of the Government in liquidation and return of the financial interest of the Government in the asset, after considering fair market value and other factors; and

(D) Through an appropriate screening or survey process, that there is no interest in acquiring the asset for Government use if the asset is a facility or land.

Federal Interest in Acquiring Land or Facility

This document implements the requirements of 49 U.S.C. 5334(h)(1)(D)

of the Federal Transit Laws.

Accordingly, FTA hereby provides notice of the availability of the facility further described below. Any Federal agency interested in acquiring the affected facility should promptly notify the FTA. If no Federal agency is interested in acquiring the existing facility, FTA will make certain that the other requirements specified in 49 U.S.C. 5334(h)(1)(A) through (C) are met before permitting the asset to be transferred.

Additional Description of Land or Facility

The total property consists of a mostly rectangular shaped 15,029 square foot area parcel, which is currently paved and improved with a one and one-half story concrete ferry terminal building, along with a portion of a pedestrian bridge. The property is located along the west bank of the Mississippi River along Tchoupitoulas Street and Jackson Street Avenue. The property is located in an area surrounded by wharf facilities operated by the Port of New Orleans. The interior and exterior of the building is in need of significant repair. The property is no longer being used to support ferry service.

If no Federal agency is interested in acquiring the property, building, and improvements, FTA will make certain that the other requirements specified in 49 U.S.C. 5334(h)(1)(A) through (C) are met before permitting the asset to be transferred.

Robert C. Patrick,

Regional Administrator, Federal Transit Administration Region VI.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms, and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection

and the expected burden. The **Federal Register** Notice with a 60-day comment period was published on March 8, 2016 (81 FR 12196). The agency received one comment. This comment was supportive of the proposed survey and did not provide any suggestions for the survey's implementation or design.

DATES: Comments must be submitted on or before November 17, 2016.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention NHTSA Desk Officer.

FOR FURTHER INFORMATION CONTACT: Alan Block, Office of Behavioral Safety Research (NPD-310), National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., W46-499, Washington, DC 20590. Mr. Block's phone number is 202-366-6401 and his email address is Alan.Block@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Awareness & Availability of Child Passenger Safety Information Resources (AACPSIR).

Type of Request: New information collection requirement.

Abstract: NHTSA's Fatality Analysis Reporting System shows that in 2014 an average of 3 children under the age of 15 were killed and an estimated 458 children were injured each day in traffic crashes. Child restraint systems (CRSs) are effective at reducing the risk of injury during motor vehicle crashes. Child safety seats have been shown to reduce fatal injury by 71 percent for infants (under 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively. However, a 2002 NHTSA study estimated a misuse rate of 73 percent. If booster seats for older children were removed, the misuse figure exceeded 80 percent. The LATCH (Lower Anchors and Tethers for Children) child restraint technology was new at the time of the 2002 study, and few of the observed restraints were LATCH systems. While the purpose of LATCH is to make it easier for parents to correctly install child restraints, a 2006 NHTSA study still found loose or twisted straps/tethers and incorrect attachments when using LATCH. Subsequent research has found that incorrect use of a CRS places the child at an increased risk of both fatal and non-fatal injuries.

Incorrect selection of a CRS appropriate for the child's height and weight, and premature promotion, are additional factors that increase the risk

of injury to a child in the event of a crash. While infants should always ride in rear-facing car seats, NHTSA's 2013 National Survey of the Use of Booster Seats (NSUBS) observed 10 percent of children under age 1 were not in rear-facing car seats; most of these infants were prematurely graduated to forward-facing car seats. Children 1 to 3 years old should ride either in rear-facing or front-facing car seats, but NSUBS found that 9 percent of children 1 to 3 years old were prematurely graduated to booster seats and 3 percent to seat belts. Children ages 4 to 7 should either ride in forward-facing car seats or booster seats. However, 24 percent were observed in seat belts, and 9 percent were unrestrained.

Many information resources are available to aid parents and caregivers with proper CRS selection, installation, and use, including hands-on instruction. Research has shown that hands-on instruction on CRS installation, such as that provided by NHTSA and Safe Kids Worldwide at Child Car Seat Inspection Stations nationwide, is effective in reducing misuse. Unfortunately, this resource seems to be underutilized. Only about one out of ten drivers interviewed for NHTSA's National Child Restraint Use Special Study reported having their CRS inspected at an inspection station. At present, it is unclear what deters and what encourages use of CRS inspection stations and Child Passenger Safety Technicians.

To help increase correct use of CRS and utilization of inspection stations, approval is requested to conduct a national web-based survey to estimate parent and caregiver general knowledge of child passenger safety (CPS) information resources, awareness and use of CRS inspection stations, and barriers to CRS inspection station use. The survey will also examine the relationship between parent and caregiver confidence in installing CRSs, risk perception, and intent to visit an inspection station. The proposed survey is titled, "Awareness & Availability of Child Passenger Safety Information Resources" (AACPSIR).

Affected Public: The potential respondents would be people aged 18 years or older who regularly transport children between the ages of 0 and 9 in their personal vehicles. NHTSA would send survey requests to a sufficient number of households to obtain 1,400 completed web-based interviews. The requests would be sent via postal mail. The screener would ask the member of the household who most frequently drives children to complete the survey. NHTSA considers this to be the person