

SSN-specific new hire, quarterly wage, or unemployment insurance information in the NDNH. The Master File Query Menu (MFQM) or eView extracts information from our SSR (for SSI recipients) or CDR-CDD (for ticket holders and disability beneficiaries) to facilitate query access.

Under the Quarterly Batch Match (SSI). Our finder file is matched against the quarterly wage and unemployment insurance information in OCSE's NDNH.

We will provide electronically to OCSE the following data elements in the finder file: Individual's SSN and Name.

OCSE will provide electronically to us the following data elements from the NDNH in the quarterly wage file: Quarterly wage record identifier; transmitter agency code; transmitter state code; and state or agency name; employee information: Name (first, middle, last), SSN, verification request code, processed date, non-verifiable indicator, wage amount, and reporting period; and information about employers of individuals in the quarterly wage file: Name, employer identification number, and address(es).

OCSE will provide electronically to us the following data elements from the NDNH in the unemployment insurance file: Unemployment insurance record identifier; processed date; SSN; verification request code; name (first, middle, last); address; unemployment insurance benefit amount; reporting period; transmitter agency code; transmitter state code; and state or agency name.

Under the Online Query Access (SSI, DI, and Ticket programs), we will access OCSE's web service when making online requests for NDNH records. We will provide OCSE the individual's SSN to initiate a query in SSA's Permission Module. Individual's SSN. OCSE will provide us online query access to the following data elements on quarterly wage screen: Quarterly wage record identifier; date report processed; name/SSN verified; employee information: SSN, name (first, middle, last), wage amount, and reporting period; employer information: Name, employer identification number, employer FIPS code (if present), and address(es).

OCSE will provide us online query access to the following data elements on the new hire screen: New hire record identifier; name/SSN verified; date report processed; employee information: SSN, name (first, middle, last), and date of hire; employer information: Name, employer identification number, employer FIPS code (if present), and address(es).

OCSE will provide us online query access to the following data elements on the unemployment insurance screen: Unemployment insurance record identifier; name/SSN verified; SSN; name (first, middle, last); address; unemployment insurance benefit amount; reporting period; payer state; and date report processed.

#### SYSTEM(S) OF RECORDS:

OCSE and SSA published notice of the relevant SORs in the FR SSA's SORs are the Supplemental Security Income Record and Special Veterans Benefits (SSR/SVB), SSA/OASSIS, 60-0103 published January 11, 2006 at 71 FR 1830, and amended at 72 FR 69723 (December 10, 2007); and the Completed Determination Record-Continuing Disability Determination file (CDR-CDD), SSA/OD, 60-0050, published January 11, 2006 at 71 FR 1813, and amended at 72 FR 69723 (December 10, 2007).

OCSE will match SSA information in the SSR and CDR-CDD against the new hire, quarterly wage, and unemployment insurance information furnished by state and federal agencies maintained in its SOR "OCSE National Directory of New Hires" (NDNH), No. 09-80-0381, established by publication in the FR on April 2, 2015 at 80 FR 17906. The disclosure of NDNH information by OCSE to SSA constitutes a "routine use," as defined by the Privacy Act. 5 U.S.C. 552a(b)(3). Routine use (9) of the SOR authorizes disclosure of NDNH information to SSA, 80 FR 17906, 17907 (April 2, 2015).

SSA will access the OCSE web service when making online queries for new hire, quarterly wage, and unemployment insurance information in the NDNH. To comply with limitations on disclosure and to prohibit browsing, SSA access is restricted by anti-browsing technology (permission modules) to only those Social Security numbers (SSN) that have a direct business relationship with SSI, DI, or Ticket programs (that is, the record must have a valid SSI, DI, or Ticket payment or application issue). If no business relationship exists with SSA, OCSE denies access to NDNH and the user is unable to proceed. If a business relationship exists with SSA, SSA can access the NDNH via the OCSE web service to display SSN-specific new hire, quarterly wage, or unemployment insurance information in the NDNH. The MFQM or eView extracts information from SSA's SSR (for SSI recipients) or CDR-CDD (for ticket

holders and disability beneficiaries) to facilitate query access.

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## SURFACE TRANSPORTATION BOARD

[Docket No. FD 36109]

### Grupo México, S.A.B. de C.V. and GMéxico Transportes, S.A. de C.V.—Control Exemption—Florida East Coast Holdings Corp.

GMéxico Transportes, S.A. de C.V. (GMéxico Transportes), a non-carrier holding company, has filed a verified notice of exemption pursuant to 49 CFR 1180.2(d)(2) to control Florida East Coast Railway, L.L.C. (FECR), a Class II rail carrier operating in the state of Florida, and Texas Pacifico Transportation, Ltd. (Pacífico), a Class III rail carrier operating in the state of Texas. In addition, GMéxico Transportes filed an amendment to its verified notice of exemption to identify and encompass its parent company, Grupo México, S.A.B. de C.V. (Grupo México), also a non-carrier holding company,<sup>1</sup> and to identify Copper Basin Railway, Inc. (Copper Basin), a Class III rail carrier operating in the state of Arizona, as an additional carrier which Grupo México controls.<sup>2</sup> Control of these three rail carriers by Grupo México and GMéxico Transportes will be effected upon the merger of GMXT Florida Merger Sub, Inc. (GMXT Merger Sub), a non-carrier subsidiary of GMéxico Transportes, with and into Florida East Coast Holdings Corp. (FEC Holdings), a non-carrier currently controlling FECR.<sup>3</sup>

The transaction may be consummated on or after May 28, 2017, the effective date of the exemption.<sup>4</sup>

<sup>1</sup> GMéxico Transportes filed the verified notice of exemption and the amendment to that notice identifying itself as the entity obtaining Board authority in this proceeding. However, because Grupo México is the ultimate parent company of GMéxico Transportes, and because Grupo México is the entity in ultimate control of both Pacífico and Copper Basin, this proceeding has been recaptioned to include Grupo México.

<sup>2</sup> It appears that Grupo México did not obtain Board authority to have common control of more than one rail carrier when it acquired Copper Basin. If that is the case, and if such authority was required, the Board expects Grupo México to promptly submit an appropriate filing for authorization of that common control.

<sup>3</sup> On April 10, 2017, GMéxico Transportes and FEC Holdings jointly filed a motion for protective order under 49 CFR 1104.14(b), which will be addressed in a separate decision.

<sup>4</sup> Because GMéxico Transportes amended its verified notice of exemption on April 28, 2017, that date is the official filing date and the basis for all subsequent dates.

Grupo México and GMéxico Transportes represent that: (1) The carriers that are the subject of this notice do not connect with each other; (2) the control transaction is not a part of a series of anticipated transactions that would result in such a connection; and (3) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Because the transaction involves one Class II rail carrier and two Class III rail carriers, the transaction is subject to the labor protection requirements of 49 U.S.C. 11326(b) and *Wisconsin Central Ltd.—Acquisition Exemption—Lines of Union Pacific Railroad*, 2 S.T.B. 218 (1997).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed by May 19, 2017 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36109, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Charles A. Spitulnik, Kaplan Kirsch & Rockwell, 1001 Connecticut Avenue, NW., Suite 800, Washington, DC 20036.

Board decisions and notices are available on our Web site at “[WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).”

Decided: May 9, 2017.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Marline Simeon,**  
Clearance Clerk.

[FR Doc. 2017–09657 Filed 5–11–17; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### **Tier 1 Environmental Impact Statement (EIS) for the Sonoran Corridor Between Interstate 10 (I–10) and Interstate 19 (I–19) South of Tucson International Airport in Pima County, Arizona**

**AGENCY:** Federal Highway Administration (FHWA), Arizona

Department of Transportation (ADOT), DOT.

**ACTION:** Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

**SUMMARY:** The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Sonoran Corridor between I–19 and I–10 south of the Tucson International Airport in Pima County, Arizona. The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a transportation facility in the designated Sonoran Corridor across a reasonable range of corridor alternatives, including a “No Build” alternative. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and provisions of Fixing America’s Surface Transportation Act (FAST Act).

**FOR FURTHER INFORMATION CONTACT:** For FHWA, contact Mr. Ammon Heier, Area Engineer, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012, telephone at 602–382–8983, or via email at [Ammon.Heier@dot.gov](mailto:Ammon.Heier@dot.gov). Regular office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays. For ADOT, contact Mr. Carlos Lopez, Sonoran Corridor Project Manager, Arizona Department of Transportation, 205 South 17th Avenue, Mail Drop 605E, Phoenix, AZ 85007, telephone at 602–712–4786, or via email at [CLopez@azdot.gov](mailto:CLopez@azdot.gov). Regular office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays. Project information can be obtained from the project Web site at: <https://www.azdot.gov/SonoranCorridor>.

**SUPPLEMENTARY INFORMATION:** The purpose of this notice is to: (1) Alert interested parties to FHWA’s plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision (ROD) document pursuant to the FAST Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.

The Tier 1 EIS will ensure, to the fullest extent possible, all environmental investigations, reviews, and consultations are coordinated as a single process, and compliance with all applicable environmental requirements be reflected in the environmental document. The Sonoran Corridor is a critical transportation facility that could help diversify, support, and connect the economy of Southern Arizona, and the entire State of Arizona. The intent of the Sonoran Corridor is to help alleviate traffic and improve the movement of people, goods, and services by reducing travel distances, and eliminate the need for vehicles to travel through the existing I–10 and I–19 traffic interchange near downtown Tucson. On December 4, 2015, the President signed into law the FAST Act, which is a 5-year legislation that provides long term funding certainty for planning efforts and investments that will help improve the Nation’s surface transportation infrastructure. The FAST Act formally designates the Sonoran Corridor as a high-priority corridor, thus reinforcing the need to conduct a study for a future transportation facility between I–10 and I–19 south of Tucson International Airport.

The FHWA and ADOT will undertake a scoping process for the Sonoran Corridor that will allow the public and interested agencies to comment on the scope of the environmental review process. The FHWA and ADOT will invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the Tier 1, including the purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The formal scoping period is anticipated to extend from May 12, 2017 to July 15, 2017. Two public scoping meetings and one agency scoping meeting for Federal, State, regional and local resource and regulatory agencies will be held during the formal scoping period. In addition, cooperating and participating agency invitation letters will be sent to agencies that have jurisdiction or may have an interest in the Sonoran Corridor.

The buildings used for the meetings are accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the Sonoran Corridor Tier 1 EIS Study Team at telephone 855–712–8530 or via email at [Sonorancorridor@azdot.gov](mailto:Sonorancorridor@azdot.gov) at least 48 hours before the meeting.

Written comments on the scope of the Tier 1 EIS should be mailed to: Sonoran Corridor Tier 1 EIS Study Team, c/o ADOT Communications, 1655 West