On occasion.

profit.

profit institutions; Business or other for-

codes aimed at providing seismic safety.

through the use of approved building

effectiveness of all RUS programs; and

grant recipients about seismic safety

in the design of the building. RUS will

CFR part 1792, subpart C will be used

stating that the seismic provisions to 7

designs of each applicable building

provide to RUS a written

Borrowers and grant recipients must

requirements that involve certifications

authorized purposes. There are agency

sound basis and use loan funds for

and to ensure borrowers operate on a

specific guidance in the processing and

servicing of guaranteed WW loans.

Rural Development’s field offices will

collect information from applicants/ 
borrowers, lenders, and consultants to
determine eligibility, project feasibility 
and to ensure borrowers operate on a 
sound basis and use loan funds for 
authorized purposes. There are agency

forms required as well as other 
requirements that involve certifications 
from the borrower, lenders, and other 
parties. Failure to collect proper 
information could result in improper
determinations of eligibility, improper 
use of funds and or unsound loans.

Description of Respondents: Business 
or other for-profit; Not-for-profit 
institutions; State, Local or Tribal 
Government.

Number of Respondents: 10.

Frequency of Responses: Reporting:

On occasion.

Total Burden Hours: 618.

Charlene Parker,

Departmental Information Collection

Clerk.

[FR Doc. 2016–14225 Filed 6–15–16; 8:45 am]

BILLING CODE 3410–15–P

DEPARTMENT OF COMMERCE

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 (44 U.S.C. 
chapter 35).

Agency: U.S. Census Bureau.

Title: 2017 Economic Census—

Commodity Flow Survey.

OMB Control Number: 0607–0932.

Type of Request: Reinstatement, with 

change, of an expired collection.

Number of Respondents: 100,000.

Average Hours per Response: 2.5.

Burden Hours: 1,000,000.

Needs and Uses: The U.S. Census 

Bureau plans to conduct the 2017 

Commodity Flow Survey (CFS), a 

component of the 2017 Economic 

Census, as it is the only comprehensive 

source of multi-modal, system-wide 
data on the volume and pattern of goods 
movement in the United States. The 

CFS is conducted in partnership with 

the Bureau of Transportation Statistics 
(BTS), Office of the Assistant Secretary 
for Research and Technology, U.S.

Department of Transportation (DOT).

The survey provides a crucial set of 

statistics on the value, weight, mode, 

and distance of commodities shipped 

by mining, manufacturing, wholesale, and 
selected retail and services 
establishments, as well as auxiliary 
establishments that support these 
industries. The Census Bureau will 

publish these shipment characteristics 

for the nation, census regions and 
divisions, states, and CFS defined 

geographic areas. As with the 2012 

Commodity Flow Survey, this survey 
also identifies export, hazardous 
material, and temperature controlled 
shipments.

The DOT views updated information 
on freight flows as critical to 
understanding the use, performance, 
and condition of the nation’s 
transportation system, as well as 
informing transportation investments. 
Data on the movement of freight also are 
important for effective analyses of 
changes in regional and local economic 
development, safety issues, and 
environmental concerns. They also 
provide the private sector with valuable 
data needed for critical decision-making 
on a variety of issues including market 
trends, analysis, and segmentation. Each 
day, governments, businesses, and 
consumers make countless decisions 
about where to go, how to get there, 
what to ship and which transportation 
modes to use. Transportation constantly 
responds to external forces such as 
shifting markets, changing 
demographics, safety concerns, weather 
conditions, energy and environmental 
constraints, and national defense 
requirements. Good decisions require 
having the right information in the right 
form at the right time.

Transportation planners require the 
periodic benchmarks provided by a 
continuing CFS to evaluate and respond 
to ongoing geographic shifts in 
production and distribution centers, as 
well as policies such as “just in time 
delivery.”

The 2017 CFS will be a mail-out/mail-
back or electronic reporting sample 
survey of approximately 100,000 

business establishments in the mining, 
manufacturing, wholesale, and selected 
retail and services industries, as well as 

auxiliary establishments that support 
these industries.

The CFS is co-sponsored by the BTS 
and the Census Bureau, with a majority 
of funding (60 percent) provided by the 
BTS. In addition to their funding 
support, the BTS also provides 
additional technical and planning 
guidance for the development and 
implementation of the program.

The CFS is the primary source of 
information about freight movement 
in the United States. Estimates of shipment 
characteristics are published at different 
levels of aggregation. The CFS produces 
summary statistics and a public use 
microdata file. No confidential data are 
released. The survey covers shipments 
from establishments in the mining, 
manufacturing, wholesale, and selected 
retail industries, as well as auxiliary 
establishments that support these 
industries. Federal agencies, state and 
local transportation planners and policy 
makers, and private sector 
transportation managers, analysts, and
The CFS data are also crucial to transportation managers, analysts, and researchers strongly support the conduct of the CFS. At the federal level, the data from the CFS are required by a variety of agencies to help accomplish their missions. Results from the CFS help promote economic development and provide for an efficient U.S. transportation system. The CFS enables better informed infrastructure investment decisions, and policies promoting public safety and protecting the natural environment affected by transportation.

Users and supporters of CFS data at the federal level include:
- Federal Highway Administration
- Federal Railroad Administration
- Maritime Administration
- Pipeline and Hazardous Materials Administration
- Bureau of Transportation Statistics
- Bureau of Labor Statistics
- Bureau of Economic Analysis
- Bureau of Labor Statistics
- Federal Emergency Management Administration
- U.S. Army Corps of Engineers
- Pipeline and Hazardous Materials
- Federal Railroad Administration
- Federal Highway Administration
- U.S. Army Corps of Engineers
- National Oceanic and Atmospheric Administration

One of the major uses of the CFS is by the Federal Highway Administration and the Bureau of Labor Statistics to incorporate the CFS into the Freight Analysis Framework (FAF). The CFS acts as the foundation of the FAF and represents almost 70% of the data used to construct the FAF. The FAF is used extensively by the states and localities to conduct freight planning.

At the state and local levels, the information from the CFS is extremely valuable for economic development and transportation planning. The CFS data are used by many localities in responding to requirements contained in the Transportation Equity Act for the 21st Century. Transportation planners and policy makers in special interest areas have also identified CFS data as critical to their decision-making. For example, CFS data on the types and magnitude of hazardous materials shipped in various geographic regions are critical in evaluating and setting policies on the movement of hazardous materials. CFS data are also crucial to transportation managers, analysts, and researchers in the private sector. These data are used to identify trends in shipping activities, strength of market segments, and existing and potential transportation related issues requiring additional resources.

The CFS has received support from a wide range of users expressing the need for the unique data produced by the survey. The CFS is used by many localities in responding to requirements contained in the Transportation Equity Act for the 21st Century. Transportation planners and policy makers in special interest areas have also identified CFS data as critical to their decision-making. For example, CFS data on the types and magnitude of hazardous materials shipped in various geographic regions are critical in evaluating and setting policies on the movement of hazardous materials. CFS data are also crucial to transportation managers, analysts, and researchers in the private sector. These data are used to identify trends in shipping activities, strength of market segments, and existing and potential transportation related issues requiring additional resources.

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The CFS has received support from a wide range of users expressing the need for the unique data produced by the survey. 

Affected Public: Business or other for-profit, Not-for-profit institutions.

Frequency: Respondents provide quarterly reports over a one year period.

Respondent’s Obligation: Mandatory.

Legal Authority: Title 13, U.S.C., Sections 8(b), 131 and, 193; 49 U.S.C., Section 6302.

This information collection request may be viewed at www.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: June 13, 2016.

Glenna Mickelson,
Management Analyst, Office of the Chief Information Officer.

DEPARTMENT OF COMMERCE
National Ocean and Atmospheric Administration
RIN 0648–XE649
Mid-Atlantic Fishery Management Council (MAFMC); Public Meetings

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice of a public meeting.

SUMMARY: The Mid-Atlantic Fishery Management Council’s (Council) Atlantic Bluefish Monitoring Committee will hold a public meeting.

DATES: The meeting will be held on Monday, July 25, 2016, from 10 a.m. to 12 p.m. For agenda details, see SUPPLEMENTARY INFORMATION.

ADDRESSES: The meeting will be held via Webinar with a telephone-only connection option.

Council address: Mid-Atlantic Fishery Management Council, 800 N. State St., Suite 201, Dover, DE 19901; telephone: (302) 674–2331 or on their Web site at www.mafmc.org.

FOR FURTHER INFORMATION CONTACT: Christopher M. Moore, Ph.D. Executive Director, Mid-Atlantic Fishery Management Council; telephone: (302) 526–5255.

SUPPLEMENTARY INFORMATION:

Agenda

The purpose of this meeting is for the Monitoring Committee to review, and if necessary, revise the current management measures designed to achieve the recommended Atlantic Bluefish catch and landings limits for 2017.

These meetings are physically accessible to people with disabilities. Requests for sign language interpretation or other auxiliary aid should be directed to M. Jan Saunders, (302) 526–5251, at least 5 days prior to the meeting date.

Authority: 16 U.S.C. 1801 et seq.

Dated: June 13, 2016.

Tracey L. Thompson,
Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

DEPARTMENT OF COMMERCE
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