

- Description of trips that were eliminated due to APC data that failed diagnostic tests,

- Comparison of distances between stops used by the two methods,

- Passenger count comparison (% difference),

- Passenger miles comparison (% difference), and

- Calculation of *unbalanced error* over all trips (sum of magnitude of differences in on and off counts at each stop as a percentage of the sum of manually counted on and offs).

FTA would certify APC systems where the passenger count comparison, passenger mile comparison, and unbalanced error over all benchmark trips are each less than five percent (5%). Reporters that file a reduced report (formerly called a small systems waiver) do not need to meet the standards for passenger miles or unbalanced error.

We propose to eliminate the maintenance plan requirement and replace it with a repetition of the benchmarking test in every fiscal year that is evenly divisible by three. APC systems already approved for NTD reporting would need to be retested in the next fiscal year that is evenly divisible by three.

Transit agencies that collect this ridership data on all (>98 percent) of their vehicle trips may correct for missing trips using average values. However, if the vehicle trips with missing data exceed two percent (2%) of all trips, agencies would need to have a qualified statistician approve the correction (or expansion) method. This is consistent with our treatment of manual counting methods and does not represent a change in policy. Thus an agency that does not have a fleet that is fully-equipped with APCs could use APC data in any NTD-approved sampling plan.

#### IV. Additional Comment Request

Additionally, FTA considered requiring transit systems to report their police force expense as a separate non-add item in the F-30 Operating Expenses form in addition to reporting it in the appropriate operating expense object classes (e.g., Salaries and Wages and Fringe Benefits). This change would have enabled a transit system with its own independent police force to subtract the police force expense from total operating expenses in order to perform a fair peer evaluation against another entity without its own police force. However, FTA decided against this change, as there are other types of police or security force arrangements that are not included in this

consideration (e.g., municipal police force). Additionally, employing an independent police force is an operational decision and the related expenses are justifiable operating cost. FTA suggests that data users consider security arrangements when selecting peer groups for comparison in order to control for differences in operating cost. FTA seeks comment from transit systems on this decision.

FTA thanks our stakeholders in advance for providing comment on the above proposed changes to the NTD reporting requirement.

**Therese W. McMillan,**

*Acting Administrator.*

[FR Doc. 2016-01941 Filed 2-2-16; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

[Docket No. DOT-OST-2016-0007]

### Notice of Request for Clearance of a Revision of a Currently Approved Information Collection: National Census of Ferry Operators

**AGENCY:** Bureau of Transportation Statistics (BTS), Office of the Assistant Secretary for Research and Technology (OST-R), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the requirements of section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the BTS to request the Office of Management and Budget's (OMB's) approval for an information collection related to the nation's ferry operations. The information collected will be used to produce a descriptive database of existing ferry operations. A summary report of survey findings will also be published by BTS on the BTS Web page. **DATES:** Comments must be submitted on or before April 4, 2016.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number DOT-OST-2016-0007 to the U.S. Department of Transportation (DOT), Dockets Management System (DMS). You may submit your comments by mail or in person to the Docket Clerk, Docket No., U.S. Department of Transportation, 1200 New Jersey Ave. SE., West Building, Room W12-140, Washington, DC 20590. Comments should identify the docket number as indicated above.

Paper comments should be submitted in duplicate. The DMS is open for examination and copying, at the above address, from 9 a.m. to 5 p.m., Monday through Friday, except federal holidays.

If you wish to receive confirmation of receipt of your written comments, please include a self-addressed, stamped postcard with the following statement: "Comments on Docket DOT-OST-2016-0007."

The Docket Clerk will date stamp the postcard prior to returning it to you via the U.S. mail. Please note that due to delays in the delivery of U.S. mail to Federal offices in Washington, DC, we recommend that persons consider an alternative method (the Internet, fax, or professional delivery service) to submit comments to the docket and ensure their timely receipt at U.S. DOT. You may fax your comments to the DMS at (202) 493-2251. Comments can also be viewed and/or submitted via the Federal Rulemaking Portal: <http://www.regulations.gov>.

Please note that anyone is able to electronically search all comments received into our docket management system 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 (Volume 65, Number 70; pages 19475-19570) or you may review the Privacy Act Statement at <http://www.gpoaccess.gov/fr/>.

**FOR FURTHER INFORMATION CONTACT:** Janine L. Bonner, (202) 366-2468, NCFO Project Manager, BTS, OST-R, Department of Transportation, 1200 New Jersey Ave. SE., Room E34-411, Washington, DC 20590. Office hours are from 8:00 a.m. to 5:30 p.m., E.T., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* National Census of Ferry Operators (NCFO).

*Background:* The Transportation Equity Act for the 21st Century (TEA-21) (P.L. 105-178), section 1207(c), directed the Secretary of Transportation to conduct a study of ferry transportation in the United States and its possessions. In 2000, the Federal Highway Administration (FHWA) Office of Intermodal and Statewide Planning conducted a survey of approximately 250 ferry operators to identify: (1) Existing ferry operations including the location and routes served; (2) source and amount, if any, of funds derived from Federal, State, or local governments supporting ferry construction or operations; (3) potential domestic ferry routes in the United States and its possessions; and (4) potential for use of high speed ferry services and alternative-fueled ferry

services. The Safe, Accountable, Flexible Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) Public Law 109-59, Section 1801(e) required that the Secretary, acting through the BTS, shall establish and maintain a national ferry database containing current information regarding routes, vessels, passengers and vehicles carried, funding sources and such other information as the Secretary considers useful. MAP-21 legislation [Moving Ahead for Progress in the 21st Century Act (Pub. L. 112-141)], continued the BTS mandate to conduct the NCFO and also required that the Federal Highway Administration (FHWA) use the NCFO data to set the specific formula for allocating federal ferry funds. The funding allocations were based on a percentage of the number of passenger boardings, vehicle boardings, and route miles served.

BTS conducted the first Census of Ferry Operators in 2006. The Census was conducted again in 2008, 2010, 2014, and will be again in spring 2016. These information collections were originally approved by OMB under Control Number 2139-0009. The recently enacted FAST Act legislation [Fixing America's Surface Transportation Act (Pub. L. 114-94, sec. 1112)] continues the BTS mandate to conduct the NCFO on a biennial basis, and extended the requirement that the Federal Highway Administration (FHWA) use the NCFO data to set the specific formula for allocating federal ferry funds based on a percentage of the number of passenger boardings, vehicle boardings, and route miles served. The overall length of the revised questionnaire for the 2018 NCFO will remain consistent with that of previous years. The survey will be administered to the entire population of ferry operators (estimate 260 or less). The survey will request the respondents to provide information such as: the points served; the type of ownership; the number of passengers and vehicles carried in the past 12 months; vessel descriptions (including type of fuel), federal, state and local funding sources, and intermodal connectivity. All data collected in 2018 will be added to the existing NCFO database.

**Respondents:** The target population for the survey will be all of the approximately 260 operators of existing ferry services in the United States.

**Estimated Average Burden per Response:** The burden per respondent is estimated to be an average of 30 minutes. This average is based on an estimate of 20 minutes to answer new

questions and an additional 10 minutes to review.

**Estimated Total Annual Burden:** The total annual burden (in the year that the survey is conducted) is estimated to be just under 130 hours (that is 30 minutes per respondent for 260 respondents equals 7,800 minutes).

**Frequency:** This survey will be updated every other year.

**Public Comments Invited:** Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the DOT; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, clarity and content of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB's clearance of this information collection.

**Authority:** The Transportation Equity Act for the 21st Century, (Pub. L. 105-178), section 1207(c), The Safe, Accountable, Flexible Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) Pub. L. 109-59, Moving Ahead for Progress in the 21st Century Act (MAP-21) Pub. L. 112-141, 49 CFR 1.46, and Fixing America's Surface Transportation Act (Pub. L. 114-94, sec. 1112).

Issued in Washington, DC, on the 21st of January, 2016.

**Patricia Hu,**

*Director, Bureau of Transportation Statistics, Office of the Assistant Secretary for Research and Technology.*

[FR Doc. 2016-01831 Filed 2-2-16; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF THE TREASURY

### Open Meeting of the Advisory Committee on Risk-Sharing Mechanisms

**AGENCY:** Departmental Offices, U.S. Department of the Treasury.

**ACTION:** Notice of open meeting.

**SUMMARY:** This notice announces that the Department of the Treasury's Advisory Committee on Risk-Sharing Mechanisms ("Committee") will convene a meeting on Tuesday, February 16, 2016, in Room 4121, 1500 Pennsylvania Avenue NW., Washington, DC 20220, from 1-4:30 p.m. Eastern Time. The meeting is open to the public, and the site is accessible to individuals with disabilities.

**DATES:** The meeting will be held on Tuesday, February 16, 2016, from 1-4:30 p.m. Eastern Time.

**ADDRESSES:** The Advisory Committee on Risk-Sharing Mechanisms meeting will be held in Room 4121, Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220. The meeting will be open to the public. Because the meeting will be held in a secured facility, members of the public who plan to attend the meeting must either:

1. Register online. Attendees may visit <http://www.cvent.com/d/vfq8ms?ct=6128d144-9ad5-45f5-910c-c7b44560aae0&RefID=TRIA+General+Registration> and fill out a secure online registration form. A valid email address will be required to complete online registration.

(**Note:** Online registration will close at 5 p.m. Eastern Time on Thursday, February 11, 2016.)

2. Contact the Federal Insurance Office (FIO), at (202) 622-5892, by 5 p.m. Eastern Time on Thursday, February 11, 2016, and provide registration information.

Requests for reasonable accommodations under Section 504 of the Rehabilitation Act should be directed to Marcia Wilson, Office of Civil Rights and Diversity, Department of the Treasury at (202) 622-8177, or [marcia.wilson@treasury.gov](mailto:marcia.wilson@treasury.gov).

**FOR FURTHER INFORMATION CONTACT:** Brett D. Hewitt, Policy Advisor, FIO, Room 1410, Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220, at (202) 622-5892 (this is not a toll-free number). Persons who have difficulty hearing or speaking may access this number via TTY by calling the toll-free Federal Relay Service at (800) 877-8339.

**SUPPLEMENTARY INFORMATION:** Notice of this meeting is provided in accordance with the Federal Advisory Committee Act, 5 U.S.C. App. II 10(a)(2), through implementing regulations at 41 CFR 102-3.150.

**Public Comment:** Members of the public wishing to comment on the business of the Advisory Committee on Risk-Sharing Mechanisms are invited to submit written statements by any of the following methods:

#### Electronic Statements

- Send electronic comments to [ACRSM@treasury.gov](mailto:ACRSM@treasury.gov).

#### Paper Statements

- Send paper statements in triplicate to the Advisory Committee on Risk-Sharing Mechanisms, Room 1410, Department of the Treasury, 1500