

42 CFR Citation and Purpose	Number of respondents	Responses per respondent	Total responses	Hours per response	Total hours
54a.8(b) Program participant notice to program beneficiaries of rights to referral to an alternative service provider.	1,460	1 .....	1,460	1	1,460
Part 54a—Subtotal .....	1,505	.....	1,600	.....	1,478
Total .....	1,620	.....	2,077	.....	1,845

Written comments and recommendations concerning the proposed information collection should be sent by August 4, 2016 to the SAMHSA Desk Officer at the Office of Information and Regulatory Affairs, Office of Management and Budget (OMB). To ensure timely receipt of comments, and to avoid potential delays in OMB's receipt and processing of mail sent through the U.S. Postal Service, commenters are encouraged to submit their comments to OMB via email to: *OIRA\_Submission@omb.eop.gov*. Although commenters are encouraged to send their comments via email, commenters may also fax their comments to: 202-395-7285. Commenters may also mail them to: Office of Management and Budget, Office of Information and Regulatory Affairs, New Executive Office Building, Room 10102, Washington, DC 20503.

Summer King,  
Statistician.

[FR Doc. 2016-15816 Filed 7-1-16; 8:45 am]  
BILLING CODE 4162-20-P

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**DEPARTMENT OF TRANSPORTATION**

**Office of the Assistant Secretary for Research and Technology**

**DEPARTMENT OF DEFENSE**

**U.S. Army Corps of Engineers**

[DOT-OST-2015-0105]

**Nationwide Differential Global Positioning System (NDGPS)**

**AGENCY:** DHS—Coast Guard, DOT—Office of the Assistant Secretary for Research and Technology (OST-R), and DOD—U.S. Army Corps of Engineers, Office of Engineering and Construction.

**ACTION:** Notice.

**SUMMARY:** The United States Coast Guard (USCG), U.S. Department of Transportation (DOT), and United States

Army Corps of Engineers (USACE) published a notice on August 18, 2015 seeking public comments on the proposed shutdown and decommissioning of 62 the then-existing 84 Nationwide Differential Global Positioning System (NDGPS) sites. After a review of the comments received, we have reduced to 37 the number of NDGPS sites to be shutdown, 9 of which are USCG Maritime sites and 28 of which are DOT inland sites. As a result of this action, the NDGPS system will remain operational with a total of 46 USCG and USACE sites available to users in the maritime and coastal regions.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice, contact CAPT Scott Smith, Coast Guard, telephone (202) 372-1545 or email *scott.j.smith2@uscg.mil*; or James Arnold, U.S. DOT OST-R, NDGPS Program Manager, telephone (202) 366-8422 or email *NDGPS@dot.gov*.

**SUPPLEMENTARY INFORMATION:**

**Background and Purpose**

The USCG began development of the Maritime Differential Global Positioning System (MDGPS) in the late 1980s. In 1994, the USCG published a **Federal Register** notice (59 FR 13757; March 23, 1994) discussing the accuracy limitations in the GPS system, and informing the public that the USCG's Differential GPS Service would be implemented for harbor and harbor approach areas by 1996. The USCG's Maritime DGPS system used land-based reference stations to enhance the accuracy of GPS to the International Maritime Organization (IMO) harbor approach standard for near-coastal maritime navigation. Through Presidential Decision Directive NSTC-6, U.S. Global Positioning System Policy, (March 28, 1996) the President designated the U.S. Department of Transportation as the Nation's "lead agency for all Federal civil GPS matters." The Directive further required the USDOT to "develop and implement U.S. Government augmentation to the basic GPS for transportation applications." The USCG's Maritime DGPS Service was established as an

augmentation to GPS to aid maritime navigation in certain harbors and harbor approach areas. Enacted on October 27, 1997, Section 346 of the Department of Transportation and Related Agencies Appropriations Act of 1998, Public Law 105-66, 111 Stat. 1425, authorized the USDOT to establish, operate and manage the NDGPS system. Furthermore, section 346 authorized the Secretary to integrate the USCG's existing Maritime DGPS reference stations with the NDGPS, and to ensure System compatibility with the Continuously Operating Reference Stations (CORS) network, which had been independently established by the National Geodetic Survey.

Pursuant to this statutory authority, the Secretary established 29 inland DGPS sites, which along with the USCG's Maritime DGPS sites, and seven sites established by the U.S. Army Corps of Engineers (USACE), collectively comprised the Nationwide DGPS (NDGPS) system. Pursuant to a 1999 delegation of authority from the Secretary of Transportation (64 FR 7813; February 17, 1999), the Commandant of the USCG was designated as lead for implementation, operation, and maintenance of the NDGPS service. The Secretary retained authority for System requirements and associated responsibilities under the National Environmental Policy Act (NEPA), and assumed the role of NDGPS sponsor and chair of the multi-agency NDGPS Policy and Implementation Team (PIT), which directs the overall management of the NDGPS system.

Since its establishment in the late 1990s, several factors have contributed to the stagnation of transportation-related use of NDGPS, including lack of a regulatory requirement for vessels to carry DGPS equipment within U.S. territorial waters, technological advances in GPS that have increased its accuracy, increased reliability of other GPS augmentation systems that do not require a second receiver, limited availability of consumer-grade DGPS radio beacon receivers, and the discontinuance of GPS Selective Availability.

On August 18, 2015, USCG, DOT, and USACE published a notice in the **Federal Register** seeking public comments on the proposed shutdown and decommissioning of 62 NDGPS sites on January 15, 2016 (see 80 FR 50018). The DHS, DOT, and USACE received 168 comments in response to the notice, several of which were duplicate entries. Due to the number and nature of comments received, the USCG, DOT, and USACE decided to postpone the proposed closing of the sites until the comments were thoroughly reviewed. As a result of our analysis of these comments, which is discussed below, we determined that only 37 of the 62 sites proposed will be shut down and decommissioned, leaving a total of 46 USCG and USACE sites that will continue to provide single-site coverage for the maritime areas currently covered by the USCG and USACE. Termination of the NDGPS broadcast at the sites listed below is planned to occur 30 days after the publication of this notice in the **Federal Register**.

#### Discussion of Comments

##### Inland Coverage

Several comments were received that addressed the inland portion on NDGPS but none identified a Federal transportation requirement. The determination to shut down 28 inland NDGPS sites reflects the lack of a federal transportation requirement to maintain a DGPS signal at these sites in response to the August 2015 **Federal Register** Notice and limited availability of consumer-grade NDGPS radiobeacon receivers.

##### Continuously Operating Reference Station Comments

Almost half of the received comments requested that particular sites remain open as a data source to support surveying, science, and natural resource management. Each of the NDGPS sites announced for closure in the August 2015 Notice also serves as a Continuously Operating Reference Station (CORS) data source. The CORS network contains approximately 2000 individual sites owned and operated by almost 200 different public and private entities. The CORS data is principally used by scientists, surveyors and engineers to improve the precision of GPS data. Additionally, natural resource agencies also rely on the CORS sites in the management and oversight of national parks, forestry and agriculture. Each CORS site provides data via the Internet to the National Geodetic Survey, which analyzes the data and

then distributes it to the public free of charge. The science, land surveying and engineering professionals who utilize the CORS system to refine three-dimensional position data do not use the DGPS radio broadcast signal developed and operated for surface and maritime transportation purposes.

The USCG will consider the transfer of ownership and or operational control of the below-listed NDGPS sites to private entities or other Federal, State, and/or local agencies interested in continuing to operate them as CORS sites. Questions about potential transfer of specific CORS sites should be directed to the individual(s) referenced in the **FOR FURTHER INFORMATION CONTACT** section above.

##### Maritime Coverage

Approximately one third of the comments received came from maritime users of the NDGPS system, including marine pilots, dredging companies and marine surveyors or hydrographers, who urged the USCG and USACE to retain the existing maritime sites. 58 of these maritime comments addressed specific maritime DGPS uses and advocated for retaining DGPS sites. 44 of the 58 comments expressed a need for enhanced precision for navigation provided by DGPS (e.g. piloting) and 14 of the 58 comments expressed a need for enhanced precision for positioning to support marine surveying and dredging. Commenting parties included regional and national associations of maritime pilots and professionals as well as both U.S. (USACE, NPA, NOAA) and foreign government agencies (Canada and United Kingdom). Based upon these comments, USACE elected to not close any of its DGPS sites. For similar reasons, the USCG determined that it will retain all but nine of its existing sites and will only close sites where another site already provides coverage or where no maritime users expressed a need to keep the site open. As a result, the USCG's maritime DGPS system will remain largely intact. However, certain locations will no longer have DGPS coverage from multiple sites. With the exception of Puerto Rico and Cold Bay, Alaska, where the USCG will no longer provide DGPS coverage due to a lack of expressed need, the remaining USCG system will provide single-site DGPS coverage for port and harbor approaches in all areas currently covered by single or multiple-site coverage.

##### General Comments

An additional 16 comments expressed a general interest in retaining the system without specifying a discrete use or application requiring the service to

remain intact. Another 6 comments were provided on behalf of standards bodies and advocacy organizations regarding potential application of NDGPS infrastructure for future complementary positioning, navigation and timing systems (e.g. eLoran and R-Mode).

After evaluating the feedback received, USCG and USACE will retain more sites than were originally proposed for retention in the August 2015 **Federal Register** Notice to continue providing DGPS coverage to maritime users, while reducing coverage redundancies and coverage to areas where no maritime interests expressed a need for continued operation. The reduced system will continue to provide DGPS services for precision maritime navigation, marine surveying, and dredging as we continue to research and assess DGPS use and alternatives based upon advances in GPS precision and augmentation technology.

##### Sites To Be Disestablished

Termination of the NDGPS broadcast at the following sites is planned to occur 30 days after the publication of this notice in the **Federal Register**.

##### *List of Maritime Sites To Be Disestablished*

- Brunswick, ME
- Cold Bay, AK
- Eglin, FL
- Isabela, PR
- Lompoc, CA
- Pickford, MI
- Saginaw Bay, MI
- Sturgeon Bay, WI
- Key West, FL

##### *List of Inland Sites To Be Disestablished*

- Albuquerque, NM
- Austin, NV
- Bakersfield, CA
- Billings, MT
- Chico, CA
- Clark, SD
- Dandridge, TN
- Essex, CA
- Flagstaff, AZ
- Greensboro, NC
- Hackleburg, AL
- Hagerstown, MD
- Hartsville, TN
- Hawk Run, PA
- Klamath Falls, OR
- Macon, GA
- Medora, ND
- Myton, UT
- Pine River, MN
- Polson, MT
- Pueblo, CO
- Savannah, GA
- Seneca, OR
- Spokane, WA

- St. Marys, WV
- Summerfield, TX
- Topeka, KS
- Whitney, NE

Graphics depicting the proposed changes to NDGPS coverage are available at the USCG's NDGPS General Information Web site at: <http://www.navcen.uscg.gov/?pageName=dgpsMain>.

For more information on the NDGPS Service, visit the USCG's Web site at <http://www.navcen.uscg.gov/?pageName=dgpsMain>.

Additional information on GPS, NDGPS, and other GPS augmentation systems is also available in the 2014 Federal Radionavigation Plan, published by the Department of Defense, DHS, and DOT, which is also available at the USCG's Web site at <http://www.navcen.uscg.gov/?pageName=pubsMain>.

#### Authority

This notice is issued under the authority of 5 U.S.C. 552(a), 14 U.S.C. 81, and 49 U.S.C. 301 (Pub. L. 105-66, section 346).

Issued in Washington, DC, on June 21, 2016.

#### CAPT David C. Barata,

Director of Marine Transportation Systems,  
Acting U.S. Coast Guard.

#### Mr. Gregory D. Winfree,

Assistant Secretary for Research and  
Technology, U.S. Department of  
Transportation.

#### James C. Dalton,

Chief, Engineering and Construction, U.S.  
Army Corps of Engineers.

[FR Doc. 2016-15886 Filed 7-1-16; 8:45 am]

BILLING CODE 4910-9X-P

## DEPARTMENT OF HOMELAND SECURITY

### U.S. Customs and Border Protection

[1651-0083]

#### Agency Information Collection

#### Activities: United States-Caribbean Basin Trade Partnership Act (CBTPA)

**AGENCY:** U.S. Customs and Border Protection, Department of Homeland Security.

**ACTION:** 60-Day notice and request for comments; extension of an existing collection of information.

**SUMMARY:** U.S. Customs and Border Protection (CBP) of the Department of Homeland Security will be submitting the following information collection request to the Office of Management and Budget (OMB) for review and approval

in accordance with the Paperwork Reduction Act: United States-Caribbean Basin Trade Partnership Act (CBTPA) (Form 450). CBP is proposing that this information collection be extended with a change to the burden hours. There is no change to the information collected. This document is published to obtain comments from the public and affected agencies.

**DATES:** Written comments should be received on or before September 6, 2016 to be assured of consideration.

**ADDRESSES:** Written comments may be mailed to U.S. Customs and Border Protection, Attn: Paperwork Reduction Act Officer, Regulations and Rulings, Office of Trade, 90 K Street NE., 10th Floor, Washington, DC 20229-1177.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information should be directed to Paperwork Reduction Act Officer, U.S. Customs and Border Protection, Regulations and Rulings, Office of Trade, 90 K Street NE., 10th Floor, Washington, DC 20229-1177, or by telephone at 202-325-0123 (This is not a toll-free number. Comments are not accepted via telephone message). Please note contact information provided here is solely for questions regarding this notice.

Individuals seeking information about other CBP programs please contact the CBP National Customer Service Center at 877-227-5511, (TTY) 1-800-877-8339, or CBP Web site at <https://www.cbp.gov/>. For additional help: <https://help.cbp.gov/app/home/search/1>.

**SUPPLEMENTARY INFORMATION:** CBP invites the general public and other Federal agencies to comment on proposed and/or continuing information collections pursuant to the Paperwork Reduction Act of 1995 (Pub. L. 104-13). The comments should address: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimates of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden including the use of automated collection techniques or the use of other forms of information technology; and (e) the annual cost burden to respondents or record keepers from the collection of information (total capital/startup costs and operations and maintenance costs). The comments that are submitted will be summarized and included in the CBP request for OMB approval. All comments will become a matter of

public record. In this document, CBP is soliciting comments concerning the following information collection:

**Title:** United States-Caribbean Basin Trade Partnership Act.

**OMB Number:** 1651-0083.

**Form Number:** CBP Form 450.

**Abstract:** The provisions of the United States-Caribbean Basin Trade Partnership Act (CBTPA) were adopted by the U.S. with the enactment of the Trade and Development Act of 2000 (Pub. L. 106-200). The objective of the CBTPA is to expand trade benefits to countries in the Caribbean Basin. For preferential duty treatment under CBTPA, importers are required to have a CBTPA Certification of Origin (CBP Form 450) in their possession at the time of the claim, and to provide it to CBP upon request. CBP Form 450 collects data such as contact information for the exporter, importer and producer, and information about the goods being claimed.

This collection of information is provided for by 19 CFR 10.224. CBP Form 450 is accessible at: [http://forms.cbp.gov/pdf/CBP\\_Form\\_450.pdf](http://forms.cbp.gov/pdf/CBP_Form_450.pdf).

**Current Actions:** This submission is being made to extend the expiration date and to revise the burden hours as a result of an increase in time estimated per response from 15 minutes to 2 hours. There are no changes CBP Form 450 or to the data collected on this form.

**Type of Review:** Extension with a change to the burden hours.

**Affected Public:** Businesses.

**Estimated Number of Respondents:** 15.

**Estimated Number of Responses per Respondent:** 286.13.

**Estimated Total Annual Responses:** 4,292.

**Estimated Time per Response:** 2 hours.

**Estimated Total Annual Burden Hours:** 8,584.

Dated: June 29, 2016.

#### Tracey Denning,

Agency Clearance Officer, U.S. Customs and Border Protection.

[FR Doc. 2016-15785 Filed 7-1-16; 8:45 am]

BILLING CODE 9111-14-P