State and location	Community No.	Effective date authorization/cancellation of sale of flood insurance in community	Current effective map date	Date certain Federal assistance no longer available in SFHAs
Bel Aire, City of, Sedgwick County	200864	February 15, 1985, Emerg; March 15, 1987, Reg; December 22, 2016, Susp.	.....do	Do.
Belle Plaine, City of, Sumner County	200466	July 25, 1975, Emerg; July 17, 1978, Reg; December 22, 2016, Susp.	.....do	Do.
Bentley, City of, Sedgwick County	200390	N/A, Emerg; August 12, 2009, Reg; December 22, 2016, Susp.	.....do	Do.
Cheney, City of, Sedgwick County	200478	N/A, Emerg; November 30, 2005, Reg; December 22, 2016, Susp.	.....do	Do.
Clearwater, City of, Sedgwick County	200482	March 29, 1976, Emerg; August 15, 1980, Reg; December 22, 2016, Susp.	.....do	Do.
Colwich, City of, Sedgwick County	200484	January 14, 1976, Emerg; July 11, 1978, Reg; December 22, 2016, Susp.	.....do	Do.
Derby, City of, Sedgwick County	200323	January 17, 1975, Emerg; October 15, 1981, Reg; December 22, 2016, Susp.	.....do	Do.
Garden Plain, City of, Sedgwick County	200498	October 28, 1976, Emerg; September 18, 1985, Reg; December 22, 2016, Susp.	.....do	Do.
Kechi, City of, Sedgwick County	200429	August 3, 1979, Emerg; August 15, 1980, Reg; December 22, 2016, Susp.	.....do	Do.
Maize, City of, Sedgwick County	200520	N/A, Emerg; December 24, 2002, Reg; December 22, 2016, Susp.	.....do	Do.
Mount Hope, City of, Sedgwick County	200325	August 26, 1975, Emerg; June 27, 1978, Reg; December 22, 2016, Susp.	.....do	Do.
Park City, City of, Sedgwick County	200963	May 28, 1982, Emerg; November 19, 1986, Reg; December 22, 2016, Susp.	.....do	Do.
Valley Center, City of, Sedgwick County	200327	May 29, 1975, Emerg; January 14, 1977, Reg; December 22, 2016, Susp.	.....do	Do.
Wichita, City of, Sedgwick County	200328	March 24, 1972, Emerg; May 15, 1986, Reg; December 22, 2016, Susp.	.....do	Do.
Region IX				
Nevada: Carson City, City of, Independent City.	320001	August 6, 1975, Emerg; March 4, 1986, Reg; December 22, 2016, Susp.	.....do	Do.

*-do- = Ditto.
Code for reading third column: Emerg.—Emergency; Reg.—Regular; Susp.—Suspension.

Dated: November 21, 2016.

Michael M. Grimm,

Assistant Administrator for Mitigation, Federal Insurance and Mitigation Administration, Department of Homeland Security, Federal Emergency Management Agency.

[FR Doc. 2016–29033 Filed 12–2–16; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

44 CFR Part 64

[Docket ID FEMA–2016–0002; Internal Agency Docket No. FEMA–8457]

Suspension of Community Eligibility

AGENCY: Federal Emergency Management Agency, DHS.

ACTION: Final rule.

SUMMARY: This rule identifies communities where the sale of flood insurance has been authorized under the National Flood Insurance Program (NFIP) that are scheduled for suspension on the effective dates listed within this rule because of noncompliance with the floodplain management requirements of the program. If the Federal Emergency Management Agency (FEMA) receives documentation that the community has adopted the required floodplain management measures prior to the effective suspension date given in this rule, the suspension will not occur and a notice of this will be provided by publication in the **Federal Register** on a subsequent date. Also, information identifying the current participation status of a community can be obtained from FEMA's Community Status Book (CSB). The CSB is available at *https://www.fema.gov/national-flood-insurance-program-community-status-book.*

DATES: The effective date of each community's scheduled suspension is the third date (''Susp.'') listed in the third column of the following tables.

FOR FURTHER INFORMATION CONTACT: If you want to determine whether a particular community was suspended on the suspension date or for further information, contact Patricia Suber, Federal Insurance and Mitigation Administration, Federal Emergency Management Agency, 400 C Street SW., Washington, DC 20472, (202) 646–4149.

SUPPLEMENTARY INFORMATION: The NFIP enables property owners to purchase Federal flood insurance that is not otherwise generally available from private insurers. In return, communities agree to adopt and administer local floodplain management measures aimed at protecting lives and new construction from future flooding. Section 1315 of the National Flood Insurance Act of 1968, as amended, 42 U.S.C. 4022, prohibits the sale of NFIP flood insurance unless an appropriate public body adopts adequate floodplain management measures with effective enforcement measures. The communities listed in this document no longer meet that statutory requirement for compliance with program regulations, 44 CFR part 59. Accordingly, the communities will be suspended on the effective date in the third column. As of that date, flood insurance will no longer be available in the community. We recognize that some

of these communities may adopt and submit the required documentation of legally enforceable floodplain management measures after this rule is published but prior to the actual suspension date. These communities will not be suspended and will continue to be eligible for the sale of NFIP flood insurance. A notice withdrawing the suspension of such communities will be published in the **Federal Register**.

In addition, FEMA publishes a Flood Insurance Rate Map (FIRM) that identifies the Special Flood Hazard Areas (SFHAs) in these communities. The date of the FIRM, if one has been published, is indicated in the fourth column of the table. No direct Federal financial assistance (except assistance pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act not in connection with a flood) may be provided for construction or acquisition of buildings in identified SFHAs for communities not participating in the NFIP and identified for more than a year on FEMA's initial FIRM for the community as having flood-prone areas (section 202(a) of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4106(a), as amended). This prohibition against certain types of Federal assistance becomes effective for the communities listed on the date shown in the last column. The Administrator finds that notice and public comment procedures under 5 U.S.C. 553(b), are impracticable and unnecessary because communities listed in this final rule have been adequately notified.

Each community receives 6-month, 90-day, and 30-day notification letters addressed to the Chief Executive Officer stating that the community will be suspended unless the required floodplain management measures are met prior to the effective suspension date. Since these notifications were made, this final rule may take effect within less than 30 days.

National Environmental Policy Act. FEMA has determined that the community suspension(s) included in this rule is a non-discretionary action and therefore the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*) does not apply.

Regulatory Flexibility Act. The Administrator has determined that this rule is exempt from the requirements of the Regulatory Flexibility Act because the National Flood Insurance Act of 1968, as amended, Section 1315, 42 U.S.C. 4022, prohibits flood insurance coverage unless an appropriate public body adopts adequate floodplain management measures with effective enforcement measures. The communities listed no longer comply with the statutory requirements, and after the effective date, flood insurance will no longer be available in the communities unless remedial action takes place.

Regulatory Classification. This final rule is not a significant regulatory action under the criteria of section 3(f) of Executive Order 12866 of September 30, 1993, Regulatory Planning and Review, 58 FR 51735.

Executive Order 13132, Federalism. This rule involves no policies that have federalism implications under Executive Order 13132.

Executive Order 12988, Civil Justice Reform. This rule meets the applicable standards of Executive Order 12988.

Paperwork Reduction Act. This rule does not involve any collection of information for purposes of the Paperwork Reduction Act, 44 U.S.C. 3501 *et seq.*

List of Subjects in 44 CFR Part 64

Flood insurance, Floodplains.

Accordingly, 44 CFR part 64 is amended as follows:

PART 64—[AMENDED]

■ 1. The authority citation for part 64 continues to read as follows:

Authority: 42 U.S.C. 4001 *et seq.;* Reorganization Plan No. 3 of 1978, 3 CFR, 1978 Comp.; p. 329; E.O. 12127, 44 FR 19367, 3 CFR, 1979 Comp.; p. 376.

§ 64.6 [Amended]

■ 2. The tables published under the authority of § 64.6 are amended as follows:

State and location	Community No.	Effective date authorization/cancellation of sale of flood insurance in community	Current effective map date	Date certain Federal assistance no longer available in SFHAs
Region IV				
Georgia: Monroe, City of, Walton County	130227	March 26, 1975, Emerg; February 16, 1990, Reg; December 8, 2016, Susp.	Dec. 8, 2016	Dec. 8, 2016
Region V				
Indiana: Brown County, Unincorporated Areas.	185174	October 22, 1971, Emerg; April 13, 1973, Reg; December 8, 2016, Susp.	.....do *	Do.
Nashville, Town of, Brown County	180018	October 22, 1971, Emerg; January 24, 1976, Reg; December 8, 2016, Susp.	.....do	Do.
Wisconsin: Boaz, Village of, Richland County.	550357	November 28, 1975, Emerg; September 6, 1989, Reg; December 8, 2016, Susp.	.....do	Do.
Lone Rock, Village of, Richland County	550359	July 7, 1975, Emerg; September 29, 1986, Reg; December 8, 2016, Susp.	.....do	Do.
Richland Center, City of, Richland County.	555576	March 19, 1971, Emerg; June 1, 1973, Reg; December 8, 2016, Susp.	.....do	Do.
Richland County, Unincorporated Areas	550356	June 16, 1975, Emerg; September 27, 1991, Reg; December 8, 2016, Susp.	.....do	Do.
Viola, Village of, Richland and Vernon Counties.	550460	December 5, 1974, Emerg; June 4, 1990, Reg; December 8, 2016, Susp.	.....do	Do.
Yuba, Village of, Richland County	550362	August 25, 1975, Emerg; July 1, 1987, Reg; December 8, 2016, Susp.	.....do	Do.
Region X				
Oregon: Albany, City of, Linn and Benton Counties.	410137	July 2, 1974, Emerg; April 3, 1985, Reg; December 8, 2016, Susp.	.....do	Do.
Benton County, Unincorporated Areas	410008	April 18, 1974, Emerg; August 5, 1986, Reg; December 8, 2016, Susp.	.....do	Do.

State and location	Community No.	Effective date authorization/cancellation of sale of flood insurance in community	Current effective map date	Date certain Federal assistance no longer available in SFHAs
Linn County, Unincorporated Areas	410136	April 9, 1974, Emerg; September 29, 1986, Reg; December 8, 2016, Susp.	.....do	Do.
Millersburg, City of, Linn County	410284	July 21, 1982, Emerg; July 21, 1982, Reg; December 8, 2016, Susp.	.....do	Do.

*do = Ditto.
Code for reading third column: Emerg.—Emergency; Reg.—Regular; Susp.—Suspension.

Dated: November 21, 2016.

Michael M. Grimm,

Assistant Administrator for Mitigation, Federal Insurance and Mitigation Administration, Department of Homeland Security, Federal Emergency Management Agency.

[FR Doc. 2016–29036 Filed 12–2–16; 8:45 am]

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SURFACE TRANSPORTATION BOARD

49 CFR Part 1250

[Docket No. EP 724 (Sub-No. 4)]

United States Rail Service Issues—Performance Data Reporting

AGENCY: Surface Transportation Board.

ACTION: Final rule.

SUMMARY: The Surface Transportation Board (STB or Board) is adopting a final rule to establish new regulations requiring all Class I railroads and the Chicago Transportation Coordination Office (CTCO), through its Class I members, to report certain service performance metrics on a weekly, semiannual, and occasional basis.

DATES: This rule is effective on January 29, 2017. The initial reporting date will be February 8, 2017.

FOR FURTHER INFORMATION CONTACT: Sarah Fancher at (202) 245–0355. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at (800) 877–8339.

SUPPLEMENTARY INFORMATION: The Board initiated this rulemaking proceeding in response to the service problems that began to emerge in the railroad industry in late 2013. Those service problems affected the transportation of a wide range of commodities, including grain, fertilizer, ethanol, coal, automobiles, chemicals, propane, consumer goods, crude oil, and industrial commodities.

In response to the service challenges, the Board held two public hearings, in April 2014 in Washington, DC, and in September 2014 in Fargo, ND, to allow interested persons to report on service problems, to hear from rail industry executives on plans to address rail service problems, and to explore options to improve service. During and after these hearings, parties expressed concerns about the lack of publicly available information related to rail service and requested access to performance data from the railroads to better understand the scope, magnitude, and impact of the service issues,[1] as well as the underlying causes and the prospects for recovery.

Based on these concerns and to better understand railroad operating conditions, the Board issued an order on October 8, 2014, requiring all Class I railroads and the Class I railroad members of the CTCO to file weekly reports containing specific service performance data. *See U.S. Rail Serv. Issues—Data Collection* (*Interim Data Order*), EP 724 (Sub-No. 3) (STB served Oct. 8, 2014).[2] Railroads were asked to report weekly average train speeds, weekly average terminal dwell times, weekly average cars online, number of trains held short of destination, and loading metrics for grain and coal service, among other information. The data were intended to give both the Board and its stakeholders access to current information about the operations and performance of the Class I railroads and the fluidity of the Chicago gateway. In addition, the data were expected to assist rail shippers in making logistics decisions, planning operations and production, and mitigating potential losses.

On October 22, 2014, the Class I railroads and the Association of American Railroads (on behalf of the CTCO) filed the first set of weekly reports in response to the *Interim Data Order.* As requested by the Board, each carrier provided an explanation of its methodology for deriving performance data in response to each request. Generally, the reports corresponded to the elements of the *Interim Data Order;* however, some railroads approach individual requests differently, leading to variations in the reported data. The different approaches are due primarily to the railroads' disparate data-keeping systems, different railroad operating practices, and/or unintended ambiguities in certain requests. Certain railroads have also departed from the Board's prescribed reporting in order to maintain consistency with their own weekly data runs and analyses.

The weekly filings have allowed the Board and its stakeholders to monitor the industry's performance and have allowed the Board to develop baseline data. Based on the Board's experience with the reporting to date, and as expressly contemplated in the *Interim Data Order,* the Board proposed new regulations for permanent reporting by the members of the Class I railroad industry and the CTCO, through its Class I members. *See U.S. Rail Serv. Issues—Performance Data Reporting* (*NPR*), EP 724 (Sub-No. 4) (STB served Dec. 30, 2014).

The proposed reporting requirements in the *NPR* included many of the requests contained in the *Interim Data Order.* The *NPR* proposed nine weekly metrics that would apply to Class I railroads: (1) System average train speed; (2) weekly average terminal dwell time; (3) weekly average cars online; (4) weekly average dwell time at origin and interchange; (5) weekly total number of loaded and empty trains held short of destination or scheduled interchange; (6) daily average number of loaded and empty cars operating in normal movement which have not moved in specified periods of time; (7) weekly total number of grain cars loaded and billed, by state; (8) for grain cars, the total overdue car orders, average days late, total new grain car orders in the past week, total orders

[1] *See generally* National Grain and Feed Association Letter, *U.S. Rail Serv. Issues,* EP 724 (filed May 6, 2014); Western Coal Traffic League Letter, *U.S. Rail Serv. Issues,* EP 724 (filed Apr. 17, 2014); Apr. Hr'g Tr. 154–155, *U.S. Rail Serv. Issues,* EP 724 (Apr. 10, 2014); Western Coal Traffic League Statement 5–6, *U.S. Rail Serv. Issues,* EP 724 (filed Sept. 5, 2014); Sept. Hr'g Tr. 48, 290, *U.S. Rail Serv. Issues,* EP 724 (Sept. 4, 2014).

[2] On motion of Canadian Pacific Railway Company, the Board modified the *Interim Data Order* by decision served on February 23, 2016, to allow it to discontinue reporting data related to the Rapid City, Pierre & Eastern Railroad, Inc.