

TABLE 1—MIRE FUNDAMENTAL DATA ELEMENTS FOR NON-LOCAL (BASED ON FUNCTIONAL CLASSIFICATION) PAVED ROADS

MIRE name (MIRE No.) <sup>1</sup>	
Roadway segment	Intersection
Segment Identifier (12) .....	Unique Junction Identifier (120).
Route Number (8) <sup>2</sup> .....	Location Identifier for Road 1 Crossing Point (122).
Route/street Name (9) <sup>2</sup> .....	Location Identifier for Road 2 Crossing Point (123).
Federal Aid/Route Type (21) <sup>2</sup> .....	Intersection/Junction Geometry (126).
Rural/Urban Designation (20) <sup>2</sup> .....	Intersection/Junction Traffic Control (131).
Surface Type (23) <sup>2</sup> .....	AADT (79) [for Each Intersecting Road].
Begin Point Segment Descriptor (10) <sup>2</sup> .....	AADT Year (80) [for Each Intersecting Road].
End Point Segment Descriptor (11) <sup>2</sup> .....	
Segment Length (13) <sup>2</sup> .....	
Direction of Inventory (18) .....	Unique Approach Identifier (139).
Functional Class (19) <sup>2</sup> .....	
Median Type (54) .....	
Access Control (22) <sup>2</sup> .....	
One/Two-Way Operations (91) <sup>2</sup> .....	Interchange/Ramp.
Number of Through Lanes (31) <sup>2</sup> .....	Unique Interchange Identifier (178).
Average Annual Daily Traffic (79) <sup>2</sup> .....	Location Identifier for Roadway at Beginning Ramp Terminal (197).
AADT Year (80) <sup>2</sup> .....	Location Identifier for Roadway at Ending Ramp Terminal (201).
Type of Governmental Ownership (4) <sup>2</sup> .....	Ramp Length (187).
	Roadway Type at Beginning Ramp Terminal (195).
	Roadway Type at Ending Ramp Terminal (199).
	Interchange Type (182).
	Ramp AADT (191). <sup>2</sup>
	Year of Ramp AADT (192). <sup>2</sup>
	Functional Class (19). <sup>2</sup>
	Type of Governmental Ownership (4). <sup>2</sup>

<sup>1</sup> Model Inventory of Roadway Elements—MIRE, Version 1.0, Report No. FHWA-SA-10-018, October 2010, [http://safety.fhwa.dot.gov/tools/data\\_tools/mirereport/mirereport.pdf](http://safety.fhwa.dot.gov/tools/data_tools/mirereport/mirereport.pdf).

<sup>2</sup> Highway Performance Monitoring System full extent elements are required on all Federal-aid highways and ramps located within grade-separated interchanges, i.e., National Highway System (NHS) and all functional systems excluding rural minor collectors and locals.

TABLE 2—MIRE FUNDAMENTAL DATA ELEMENTS FOR LOCAL (BASED ON FUNCTIONAL CLASSIFICATION) PAVED ROADS

MIRE name (MIRE No.) <sup>1</sup>
Roadway segment:
Segment Identifier (12).
Functional Class (19). <sup>2</sup>
Surface Type (23). <sup>2</sup>
Type of Governmental Ownership (4). <sup>2</sup>
Number of Through Lanes (31). <sup>2</sup>
Average Annual Daily Traffic (79). <sup>2</sup>
Begin Point Segment Descriptor (10). <sup>2</sup>
End Point Segment Descriptor (11). <sup>2</sup>
Rural/Urban Designation (20). <sup>2</sup>

<sup>1</sup> Model Inventory of Roadway Elements—MIRE, Version 1.0, Report No. FHWA-SA-10-018, October 2010, [http://safety.fhwa.dot.gov/tools/data\\_tools/mirereport/mirereport.pdf](http://safety.fhwa.dot.gov/tools/data_tools/mirereport/mirereport.pdf).

<sup>2</sup> Highway Performance Monitoring System full extent elements are required on all Federal-aid highways and ramps located within grade-separated interchanges, i.e., National Highway System (NHS) and all functional systems excluding rural minor collectors and locals.

TABLE 3—MIRE FUNDAMENTAL DATA ELEMENTS FOR UNPAVED ROADS

MIRE name (MIRE No.) <sup>1</sup>
Roadway segment:
Segment Identifier (12).
Functional Class (19). <sup>2</sup>

TABLE 3—MIRE FUNDAMENTAL DATA ELEMENTS FOR UNPAVED ROADS—Continued

MIRE name (MIRE No.) <sup>1</sup>
Type of Governmental Ownership (4). <sup>2</sup>
Begin Point Segment Descriptor (10). <sup>2</sup>
End Point Segment Descriptor (11). <sup>2</sup>

<sup>1</sup> Model Inventory of Roadway Elements—MIRE, Version 1.0, Report No. FHWA-SA-10-018, October 2010, [http://safety.fhwa.dot.gov/tools/data\\_tools/mirereport/mirereport.pdf](http://safety.fhwa.dot.gov/tools/data_tools/mirereport/mirereport.pdf).

<sup>2</sup> Highway Performance Monitoring System full extent elements are required on all Federal-aid highways and ramps located within grade-separated interchanges, i.e., National Highway System (NHS) and all functional systems excluding rural minor collectors and locals.

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## PENSION BENEFIT GUARANTY CORPORATION

### 29 CFR Parts 4022 and 4044

#### Allocation of Assets in Single-Employer Plans; Benefits Payable in Terminated Single-Employer Plans; Interest Assumptions for Valuing and Paying Benefits

**AGENCY:** Pension Benefit Guaranty Corporation.

**ACTION:** Final rule.

**SUMMARY:** This final rule amends the Pension Benefit Guaranty Corporation's regulations on Benefits Payable in Terminated Single-Employer Plans and Allocation of Assets in Single-Employer Plans to prescribe interest assumptions under the benefit payments regulation for valuation dates in April 2016 and interest assumptions under the asset allocation regulation for valuation dates in the second quarter of 2016. The interest assumptions are used for valuing and paying benefits under terminating single-employer plans covered by the pension insurance system administered by PBGC.

**DATES:** Effective April 1, 2016.

**FOR FURTHER INFORMATION CONTACT:** Catherine B. Klion ([Klion.Catherine@PBGC.gov](mailto:Klion.Catherine@PBGC.gov)), Assistant General Counsel

for Regulatory Affairs, Pension Benefit Guaranty Corporation, 1200 K Street NW., Washington, DC 20005, 202-326-4024. (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 202-326-4024.)

**SUPPLEMENTARY INFORMATION:** PBGC's regulations on Allocation of Assets in Single-Employer Plans (29 CFR part 4044) and Benefits Payable in Terminated Single-Employer Plans (29 CFR part 4022) prescribe actuarial assumptions—including interest assumptions—for valuing and paying plan benefits under terminating single-employer plans covered by title IV of the Employee Retirement Income Security Act of 1974. The interest assumptions in the regulations are also published on PBGC's Web site (<http://www.pbgc.gov>).

The interest assumptions in Appendix B to Part 4044 are used to value benefits for allocation purposes under ERISA section 4044. PBGC uses the interest assumptions in Appendix B to Part 4022 to determine whether a benefit is payable as a lump sum and to determine the amount to pay. Appendix C to Part 4022 contains interest assumptions for private-sector pension practitioners to refer to if they wish to use lump-sum interest rates determined using PBGC's historical methodology. Currently, the rates in Appendices B and C of the benefit payment regulation are the same.

The interest assumptions are intended to reflect current conditions in the financial and annuity markets. Assumptions under the asset allocation regulation are updated quarterly; assumptions under the benefit payments regulation are updated monthly. This

final rule updates the benefit payments interest assumptions for April 2016 and updates the asset allocation interest assumptions for the second quarter (April through June) of 2016.

The second quarter 2016 interest assumptions under the allocation regulation will be 2.77 percent for the first 20 years following the valuation date and 2.86 percent thereafter. In comparison with the interest assumptions in effect for the first quarter of 2016, these interest assumptions represent no change in the select period (the period during which the select rate (the initial rate) applies), a decrease of 0.05 percent in the select rate, and a decrease of 0.09 percent in the ultimate rate (the final rate).

The April 2016 interest assumptions under the benefit payments regulation will be 1.00 percent for the period during which a benefit is in pay status and 4.00 percent during any years preceding the benefit's placement in pay status. In comparison with the interest assumptions in effect for March 2016, these interest assumptions represent a decrease of 0.25 percent in the immediate annuity rate and are otherwise unchanged.

PBGC has determined that notice and public comment on this amendment are impracticable and contrary to the public interest. This finding is based on the need to determine and issue new interest assumptions promptly so that the assumptions can reflect current market conditions as accurately as possible.

Because of the need to provide immediate guidance for the valuation and payment of benefits under plans with valuation dates during April 2016,

PBGC finds that good cause exists for making the assumptions set forth in this amendment effective less than 30 days after publication.

PBGC has determined that this action is not a "significant regulatory action" under the criteria set forth in Executive Order 12866.

Because no general notice of proposed rulemaking is required for this amendment, the Regulatory Flexibility Act of 1980 does not apply. See 5 U.S.C. 601(2).

## List of Subjects

### 29 CFR Part 4022

Employee benefit plans, Pension insurance, Pensions, Reporting and recordkeeping requirements.

### 29 CFR Part 4044

Employee benefit plans, Pension insurance, Pensions.

In consideration of the foregoing, 29 CFR parts 4022 and 4044 are amended as follows:

## PART 4022—BENEFITS PAYABLE IN TERMINATED SINGLE-EMPLOYER PLANS

- 1. The authority citation for part 4022 continues to read as follows:

**Authority:** 29 U.S.C. 1302, 1322, 1322b, 1341(c)(3)(D), and 1344.

- 2. In appendix B to part 4022, Rate Set 270, as set forth below, is added to the table.

### Appendix B to Part 4022—Lump Sum Interest Rates For PBGC Payments

\* \* \* \* \*

Rate set	For plans with a valuation date		Immediate annuity rate (percent)	Deferred annuities (percent)				
	On or after	Before		$i_1$	$i_2$	$i_3$	$n_1$	$n_2$
* 270	* 4-1-16	* 5-1-16	* 1.00	* 4.00	* 4.00	* 4.00	* 7	* 8

- 3. In appendix C to part 4022, Rate Set 270, as set forth below, is added to the table.

### Appendix C to Part 4022—Lump Sum Interest Rates for Private-Sector Payments

\* \* \* \* \*

Rate set	For plans with a valuation date		Immediate annuity rate (percent)	Deferred annuities (percent)				
	On or after	Before		$i_1$	$i_2$	$i_3$	$n_1$	$n_2$

Rate set	For plans with a valuation date		Immediate annuity rate (percent)	Deferred annuities (percent)				
	On or after	Before		$i_1$	$i_2$	$i_3$	$n_1$	$n_2$
*	*	*	*	*	*	*	*	*
270	4–1–16	5–1–16	1.00	4.00	4.00	4.00	7	8

#### PART 4044—ALLOCATION OF ASSETS IN SINGLE-EMPLOYER PLANS

■ 4. The authority citation for part 4044 continues to read as follows:

Authority: 29 U.S.C. 1301(a), 1302(b)(3), 1341, 1344, 1362.

■ 5. In appendix B to part 4044, a new entry for April–June 2016, as set forth below, is added to the table.

#### Appendix B to Part 4044—Interest Rates Used To Value Benefits

\* \* \* \* \*

For valuation dates occurring in the month—	The values of $i_t$ are:					
	$i_t$	for $t =$	$i_t$	for $t =$	$i_t$	for $t =$
*	*	*	*	*	*	*
April–June 2016 .....	0.0277	1–20	0.0286	>20	N/A	N/A

Issued in Washington, DC, on this 9th day of March 2016.

Judith Starr,

General Counsel, Pension Benefit Guaranty Corporation.

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#### DEPARTMENT OF TRANSPORTATION

##### Saint Lawrence Seaway Development Corporation

##### 33 CFR Part 401

[Docket No. SLSDC–2016–0004]

RIN 2135–AA39

##### Seaway Regulations and Rules: Periodic Update, Various Categories

**AGENCY:** Saint Lawrence Seaway Development Corporation, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) of Canada, under international agreement, jointly publish and presently administer the St. Lawrence Seaway Regulations and Rules (Practices and Procedures in Canada) in their respective jurisdictions. Under agreement with the SLSMC, the SLSDC is amending the joint regulations by updating the Seaway Regulations and Rules in various categories. The changes will update the following sections of the Regulations and Rules: Condition of Vessels; Seaway Navigation; and, Information and Reports. These amendments are necessary to take account of updated procedures and will

enhance the safety of transits through the Seaway. Several of the amendments are merely editorial or for clarification of existing requirements.

**DATES:** This final rule will be effective on March 21, 2016.

**ADDRESSES:** *Docket:* For access to the docket to read background documents or comments received, go to <http://www.Regulations.gov>; or in person at the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

**FOR FURTHER INFORMATION CONTACT:** Carrie Mann Lavigne, Chief Counsel, Saint Lawrence Seaway Development Corporation, 180 Andrews Street, Massena, New York 13662; 315/764–3200.

**SUPPLEMENTARY INFORMATION:** The Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) of Canada, under international agreement, jointly publish and presently administer the St. Lawrence Seaway Regulations and Rules (Practices and Procedures in Canada) in their respective jurisdictions. Under agreement with the SLSMC, the SLSDC is amending the joint regulations by updating the Regulations and Rules in various categories. The changes will update the following sections of the Regulations and Rules: Condition of Vessels; Seaway Navigation; and, Information and Reports. These updates are necessary to take account of updated procedures which will enhance the safety of transits through the Seaway.

Many of these changes are to clarify existing requirements in the regulations. Where new requirements or regulations are made, an explanation for such a change is provided below. A Notice of Proposed Rulemaking was published in the **Federal Register** on February 5, 2016 (81 FR 6198). No comments were received. The joint regulations will become effective in Canada on March 21, 2016. For consistency, because these are joint regulations under international agreement, and to avoid confusion among users of the Seaway, the SLSDC finds that there is good cause to make the U.S. version of the amendments effective on the same date.

**Regulatory Notices: Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets 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 19477–78) or you may visit <http://www.Regulations.gov>.

The SLSDC is amending four sections of the Condition of Vessels portion of the joint Seaway regulations. In § 401.10, “Mooring lines”, the two Corporations are permitting vessels not greater than 200 m in overall length to use soft lines instead of wire lines. Over the past 3 years, vessels greater than 150 m in overall length have been permitted to use type approved soft lines on a test basis, with successful results. Based on these same results, the SLSDC is amending § 401.11, “Minimum Requirements—mooring lines and fairleads” to permit the operator of