NOTICE OF OFFICE OF MANAGEMENT AND BUDGET ACTION

Date 08/04/2017

Department of Commerce
National Oceanic and Atmospheric Administration

FOR CERTIFYING OFFICIAL: Rod Turk
FOR CLEARANCE OFFICER: Jennifer Jessup

In accordance with the Paperwork Reduction Act, OMB has taken action on your request received 05/11/2017

ACTION REQUESTED: New collection (Request for a new OMB Control Number)
TYPE OF REVIEW REQUESTED: Regular
ICR REFERENCE NUMBER: 201705-0648-005
AGENCY ICR TRACKING NUMBER:
TITLE: Preliminary Case Study Assessing Economic Benefits of Marine Debris Reduction
LIST OF INFORMATION COLLECTIONS: See next page

OMB ACTION: Approved with change
OMB CONTROL NUMBER: 0648-0756
The agency is required to display the OMB Control Number and inform respondents of its legal significance in accordance with 5 CFR 1320.5(b).

EXPIRATION DATE: 08/31/2020 DISCONTINUE DATE:

BURDEN:	RESPONSES	HOURS	COSTS
Previous	0	0	0
New	726	56	0
Difference			
Change due to New Statute	0	0	0
Change due to Agency Discretion	726	56	0
Change due to Agency Adjustment	0	0	0
Change due to PRA Violation	0	0	0

TERMS OF CLEARANCE: This collection is approved for one-time collection of data from Orange County, CA beaches to expand NOAA's knowledge of user attitudes and knowledge about marine debris and the potential effects on visitor behavior as part of a regional pilot study, "The Economic Impacts of Marine Debris on Tourism-dependent Communities". Previously, NOAA collected information for a "Pilot Study of Beach Recreation in Orange County" (Leggett et al. 2014) regarding marine debris in Orange County, California . This collection serves as a Pre-test to the proposed Regional Pilot Study previous study and includes additional questions that were not part of Leggett et al. (2014) by presenting visual information to respondents and asking hypothetical behavior questions regarding their last summer beach trips.

NOAA requested to conduct pilot studies in the following regions:

Northeast (Barnstable (MA), Dukes (MA) and Nantucket (MA));
Mid-Atlantic (Kent (DE), Sussex (DE), Wicomico (MD), Worcester (MD), and Accomack (VA));
Southeast (Horry (SC) and Georgetown (SC));
Gulf of Mexico (Mobile (AL) and Baldwin (AL));
California (Santa Cruz (CA) and Monterey (CA));
Pacific Northwest (Grays Harbor (WA), Pacific (WA), Clatsop (OR), and Tillamook (OR)); and
Great Lakes (Lucas (OH), Ottawa (OH), Erie (OH), Lorain (OH), and Cuyahoga (OH));

OMB is not approving one-time collection of data from these regions at this time, pending the results of the Orange County Pre-test that inform the practical utility of this collection and any possible revisions to the regional Pilot Study design including survey questionnaire changes

and sampling frame redesign that may flow from the results of the Orange County Pre-test.

This is a Pre-test of a Regional Pilot Study to further the research on methods and the results are not appropriate to extrapolate outside the sample of the study.

Upon the completion of this Pre-test, NOAA must submit to OMB results of the Pre-test including:

(1) overall cumulative response rate using one of the AAPOR definitions;

(2) item non-response rates for key questions including all hypothetical behavioral questions;

(3) results of probing the respondents on how respondents reacted to the pictures used in the questionnaire including whether they thought the pictures were reasonable, reflective of what they actually saw at the beaches, whether the scale and/or concentration used in the pictures are appropriate (e.g., the actual number of debris/m2 vs. the number of debris shown in unknown physical dimension);

(4) results of probing the respondents about how confident they are of their responses to the hypothetical behavior questions;

(5) results of probing the respondents about whether they believe the level of marine debris is a problem;

(6) results of probing the respondents about whether they believe presence of marine debris is indicative of bad water quality;

(7) results of internal scope tests. If OMB approves the extension of the Pre-test into other regions, results of external scope tests should be submitted as site characteristics of the beaches may be used;

(8) results of preliminary nonresponse assessments using zip code information should be submitted. If OMB approves the extension of the Pre-test into other regions, NOAA must submit information on their nonresponse bias follow-up study including which key attitudinal questions are used to reweigh the results in addition to the usual demographic variables. If NOAA concludes that a nonresponse bias follow-up study is not warranted due to the preliminary nature of the Regional Pilot Study, NOAA must provide justification for this decision including what information the Regional Pilot Study is likely to produce to inform future agency products and decisions;

(9) provide results of the different modeling analysis the researchers conducted;

(10) provide justification for the primary econometric model and results chosen including how the model might account for the intensity of use among users, whether the value of marine debris reduction might accrue more to users who live near the beaches (e.g., day trips) rather than users who do not live near the beaches (e.g., overnight trips) if OMB approves the extension of the Pre-test into other regions.

OMB Authorizing Official: Dominic J. Mancini
Deputy and Acting Administrator,
Office Of Information And Regulatory Affairs

List of ICs			
IC Title	Form No.	Form Name	CFR Citation
On-site interview	NA	On-site interview	
Mail survey	NA, NA, NA	Orange County Questionnaire, Mail survey, Marine Debris Mail Survey	

PAPERWORK REDUCTION ACT SUBMISSION

Please read the instructions before completing this form. For additional forms or assistance in completing this form, contact your agency's Paperwork Clearance Officer. Send two copies of this form, the collection instrument to be reviewed, the supporting statement, and any additional documentation to: Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503.

1. Agency/Subagency originating request
DOC/NOAA/NOS

2. OMB control number
a. 0648 -_____ b. [ ] None

3. Type of information collection (*check one*)
a. [✔] New Collection
b. [ ] Revision of a currently approved collection
c. [ ] Extension of a currently approved collection
d. [ ] Reinstatement, without change, of a previously approved collection for which approval has expired
e. [ ] Reinstatement, with change, of a previously approved collection for which approval has expired
f. [ ] Existing collection in use without an OMB control number
For b-f, note Item A2 of Supporting Statement instructions

4. Type of review requested (*check one*)
a. [✔] Regular submission
b. [ ] Emergency - Approval requested by ____/____/____
c. [ ] Delegated

5. Small entities
Will this information collection have a significant economic impact on a substantial number of small entities? [ ] Yes [✔] No

6. Requested expiration date
a. [✔] Three years from approval date b. [ ] Other Specify:_____

7. Title Preliminary Case Study Assessing Economic Benefits of Marine Debris Reduction

8. Agency form number(s) (*if applicable*)

9. Keywords

10. Abstract

The National Oceanic and Atmospheric Administration (NOAA) is requesting approval for a new information collection to conduct a mail survey of households in eight coastal locations in the continental United States. The eight locations include the seven coastal communities that are the focus of the study (Table 1) plus Orange County, California, which was the location for the Preliminary Case Study Assessing Economic Benefits of Marine Debris Reduction (OMB Control No. 0648-0681 (IEc 2014). The proposed eight study locations are (1) Northeast; (2) Mid-Atlantic; (3) Southeast; (4) Gulf of Mexico; (5) Great Lakes; (6) Pacific Northeast; and (7) California (2 locations). The survey instrument for this study will combine a selection of questions from the Orange County survey (IEc 2014) with new contingent behavior questions developed specifically for this study. The survey data will be combined with a national model of coastal recreation, which relies on data collected for the Deepwater Horizon oil spill assessment, to estimate the economic impacts of marine debris on tourism-dependent communities. The economic impacts to be evaluated include changes in the number of

11. Affected public (*Mark primary with "P" and all others that apply with "x"*)
a. P Individuals or households d. ___ Farms
b. ___ Business or other for-profit e. ___ Federal Government
c. ___ Not-for-profit institutions f. ___ State, Local or Tribal Government

12. Obligation to respond (*check one*)
a. [✔] Voluntary
b. [ ] Required to obtain or retain benefits
c. [ ] Mandatory

13. Annual recordkeeping and reporting burden
a. Number of respondents 1,733
b. Total annual responses 1,933
1. Percentage of these responses collected electronically 10 %
c. Total annual hours requested 110
d. Current OMB inventory 0
e. Difference
f. Explanation of difference
1. Program change
2. Adjustment

14. Annual reporting and recordkeeping cost burden *(in thousands of dollars)*
a. Total annualized capital/startup costs 0
b. Total annual costs (O&M) 0
c. Total annualized cost requested 0
d. Current OMB inventory 0
e. Difference
f. Explanation of difference
1. Program change
2. Adjustment

15. Purpose of information collection (*Mark primary with "P" and all others that apply with "X"*)
a. ___ Application for benefits e. P Program planning or management
b. ___ Program evaluation f. ___ Research
c. ___ General purpose statistics g. ___ Regulatory or compliance
d. ___ Audit

16. Frequency of recordkeeping or reporting *(check all that apply)*
a. [ ] Recordkeeping b. [ ] Third party disclosure
c. [✔] Reporting
1. [ ] On occasion 2. [ ] Weekly 3. [ ] Monthly
4. [ ] Quarterly 5. [ ] Semi-annually 6. [ ] Annually
7. [ ] Biennially 8. [✔] Other (describe) One time

17. Statistical methods
Does this information collection employ statistical methods
[✔] Yes [ ] No

18. Agency Contact (person who can best answer questions regarding the content of this submission)
Name: Amy Uhrin
Phone: 240-533-9426

19. Certification for Paperwork Reduction Act Submissions

On behalf of this Federal Agency, I certify that the collection of information encompassed by this request complies with 5 CFR 1320.9

NOTE: The text of 5 CFR 1320.9, and the related provisions of 5 CFR 1320.8(b)(3), appear at the end of the instructions. *The certification is to be made with reference to those regulatory provisions as set forth in the instructions.*

The following is a summary of the topics, regarding the proposed collection of information, that the certification covers:

(a) It is necessary for the proper performance of agency functions;

(b) It avoids unnecessary duplication;

(c) It reduces burden on small entities;

(d) It used plain, coherent, and unambiguous terminology that is understandable to respondents;

(e) Its implementation will be consistent and compatible with current reporting and recordkeeping practices;

(f) It indicates the retention period for recordkeeping requirements;

(g) It informs respondents of the information called for under 5 CFR 1320.8(b)(3):

- (i) Why the information is being collected;
- (ii) Use of information;
- (iii) Burden estimate;
- (iv) Nature of response (voluntary, required for a benefit, mandatory);
- (v) Nature and extent of confidentiality; and
- (vi) Need to display currently valid OMB control number;

(h) It was developed by an office that has planned and allocated resources for the efficient and effective management and use of the information to be collected (see note in Item 19 of instructions);

(i) It uses effective and efficient statistical survey methodology; and

(j) It makes appropriate use of information technology.

If you are unable to certify compliance with any of the provisions, identify the item below and explain the reason in Item 18 of the Supporting Statement.

Signature of Senior Official or designee	Date

Agency Certification (signature of Assistant Administrator, Deputy Assistant Administrator, Line Office Chief Information Officer, head of MB staff for L.O.s, or of the Director of a Program or StaffOffice)	
Signature for Hugh Johnson	Date 4/11/2017
Signature of NOAA Clearance Officer	
Signature BRABSON.SARAH.1365710488 Digitally signed by BRABSON.SARAH.1365710488 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=OTHER, cn=BRABSON.SARAH.1365710488 Date: 2017.08.17 16:22:14 -04'00'	Date

SUPPORTING STATEMENT
Preliminary Case Study Assessing Economic Benefits of Marine Debris Reduction
OMB CONTROL NO. 0648-xxxx

A. JUSTIFICATION

1. Explain the circumstances that make the collection of information necessary.

The National Oceanic and Atmospheric Administration (NOAA) is requesting approval for a new information collection to conduct a mail survey of households in Orange County, California. The eight locations include the seven coastal communities that are the focus of the study (Table 1) plus Orange County, California, which was the location for the *Preliminary Case Study Assessing Economic Benefits of Marine Debris Reduction* (OMB Control No. 0648-0681 (IEc 2014). The survey instrument for this study will combine a selection of questions from the Pilot Study of Beach Recreation in Orange County (IEc 2014) with new contingent behavior questions developed specifically for this study. The survey data will be combined with a national model of coastal recreation, which relies on data collected for the *Deepwater Horizon* oil spill assessment, to estimate the economic impacts of marine debris on tourism-dependent communities. The economic impacts to be evaluated include changes in the number of trips, the value of beach recreation to those who visit the beach, and changes in tourism spending (also called regional economic impacts) associated with an increase or decrease in the number of recreational trips.

The Marine Debris Research, Prevention, and Reduction Act of 2006 (hereafter referred to as "the Act"; 33 U.S.C. §§ 1951 et seq.), together with the Marine Debris Act Amendments of 2012, established NOAA's Marine Debris Program (hereafter referred to as "the Program") to "identify, determine sources of, assess, prevent, reduce, and remove marine debris and address the adverse impacts of marine debris on the economy of the United States, the marine environment, and navigation safety." Marine debris is defined as "Any persistent solid material that is manufactured or processed and directly or indirectly, intentionally or unintentionally, disposed of or abandoned into the marine environment or the Great Lakes." The Act directs the Program to "undertake outreach and education activities for the public and other stakeholders on sources of marine debris…and its adverse impacts on the United States economy…." The Act also directs the Program to "estimate the potential impacts of a severe marine debris event, including economic impacts on…tourism."

The Program requires information on the impact of marine debris on beach visitors to adequately address the requirements of the Act that are related to the economy and tourism, and to assess the benefit of restoration projects related to marine debris removal within the context of natural resource damage assessments conducted by NOAA under the Oil Pollution Act (33 U.S.C. §§ 2701 et seq.).

The proposed information collection will allow NOAA to implement a study focused on the impact of marine debris on tourism-dependent economies in Orange County, CA, building on a prior pilot study (IEc 2014).

2. <u>Explain how, by whom, how frequently, and for what purpose the information will be used. If the information collected will be disseminated to the public or used to support information that will be disseminated to the public, then explain how the collection complies with all applicable Information Quality Guidelines.</u>

Overview

Currently, very little is known about the effects of marine debris on recreational participation and attitudes towards beach recreation in coastal communities that are facing problems of marine debris . This limits the MDP's ability to assess the full economic and social impacts of marine debris on tourism-dependent coastal communities. There is also little known about how people's perceptions of marine debris relate to the frequency and value of recreational trips. The survey instrument will allow to collect data on public attitude toward marine debris and anticipated changes in recreational behavior due to marine debris presence.

The survey data will be used by the Program to estimate the economic impacts of marine debris in Orange County, CA. Data on survey respondents' attitudes toward marine debris and the effect of marine debris on their choice of where and how often they go to the beach will be combined with a national model of recreation choice originally developed for the *Deepwater Horizon* oil spill assessment. Onsite measurements of debris conducted by NOAA at selected beaches will be used to help characterize current debris levels. In addition, the survey data will be used to characterize debris levels as perceived by beach users, and public concern associated with debris presence. The study will estimate the change in the number of visits to the beach and the resulting economic impacts, from a variety of potential changes in marine debris on local beaches.

Background

Marine debris is widely acknowledged to be a persistent problem in many coastal areas of the United States. There are a variety of potential economic losses associated with marine debris, including costs incurred by local governments and volunteer organizations to remove and dispose of marine debris, impacts on the tourism industry due to changes in the number of visitors, effects on waterfront property values due to diminished aesthetic appeal, impacts on the value of recreation to beach visitors, and potential effects on recreational and commercial fisheries.

Existing studies suggest that beach litter detracts from tourists' beach enjoyment and, as a result, reduces the recreational value of coastal beaches. Marine debris potentially also creates significant economic costs by reducing the probability of returning to the same location, particularly among first-time visitors (Ballance et al. 2000; Schuhmann 2012). Beach visitors are likely to be concerned about marine debris both because it poses potential physical harm due to cuts or bacterial infections and because it may detract from the perceived natural beauty of an

area. In contrast to debris or litter along the roadside or in parks, there is a high potential for dermal contact with marine debris on beaches as visitors frequently go barefoot, lie directly on the sand, and dig in the sand. The existence of numerous volunteer efforts to remove debris from beaches and the fact that many municipalities regularly rake beaches to remove debris are probable indications that beach visitors prefer cleaner beaches.

Details and purpose of information collection

The Orange County Pre-test of economic impacts of marine debris on coastal communities will provide an important contribution to the literature on the economic value of changes in marine debris on U.S. beaches. Building on the Pilot Study of Beach Recreation in Orange County (IEc 2014), the Orange County Pre-test (Table 1) will be the first attempt to link beach trip choices with estimates of marine debris at beaches. While Parsons et al. (2009) included indicators of beach cleaning activities in an economic model for Texas Gulf Coast beaches, they did not base their analysis on the amount of debris at beaches. Other recent beach recreation models have addressed a variety of beach attributes but did not include marine debris, such as the Southern California beach model (Hanemann et al. 2004); a model of visits to New Jersey, Delaware, and Maryland beaches (Parsons and Massey 2003); and a model focused on visits to San Diego County beaches (Lew and Larson 2005). Some studies have addressed other timely and important issues for beach communities, such as the development of offshore wind turbines in North Carolina (Landry et al. 2012) or the potential impact of climate change in Southern California (Pendleton et al. 2011). We are aware of one study that investigated the value of debris removal, but it presented only hypothetical debris levels and was not applied to specific beaches and actual debris levels (Smith et al. 1997). Thus, while the literature has demonstrated the importance of beach characteristics and amenities on the economic value of beach recreation, the economic impact of changes in debris at U.S. beaches has not been investigated. The results of this Pre-test will be used to evaluate the significance of economic impacts associated with marine debris, and the need for potential further research in selected communities, regions, or nationwide.

Table 1. Study areas and included counties

Study area	Counties in study area
Orange County	Orange (CA)

The primary research goal of the study is to use contingent behavior questions to estimate the impact of marine debris on the number of trips people take to beaches in Orange County, CA. Contingent behavior questions ask respondents to estimate how changes in marine debris levels would affect the number of trips they take to beaches in a given area, including whether they would switch from one location to another when debris levels change. The impact on trips will be used as an input to a nationwide model of beach visitation developed for the *Deepwater Horizon* oil spill assessment, conducted by NOAA and other state and federal agencies. The model is important because it incorporates data on recreation trips from throughout the United States to derive the value of recreation trips and to estimate the degree to which people substitute one location to another when beach quality in a particular area changes. The results of the Pre-

test will be compared to the Pilot Study of Beach Recreation in Orange County study to evaluate the consistency of the contingent behavior results with results of an important alternative method (the "revealed preference" method) for evaluating impacts to recreation and value from changes in beach quality.

The marine debris study will also expand results from the Pilot Study of Beach Recreation in Orange County study to communities nationwide by addressing a variety of qualitative issues, including:

- What specific types of marine debris have the greatest impact on beach choices (e.g., plastic, metal, glass)?
- What do beachgoers know about the sources of marine debris on beaches?
- Does the impact of marine debris on beach choice vary in a systematic way across respondents (e.g., if visitors with children are more sensitive to marine debris levels)?
- What is the relationship between respondents' perceptions of marine debris and actual marine debris levels?
- How important is marine debris relative to other beach attributes that people care about?

The data collection consists of two steps: a short onsite intercept survey of beach goers and a primary mail survey.

The onsite intercept survey will ensure that the sample includes only respondents who visit Orange County beaches. Onsite sampling will involve intercepting people at multiple beaches in Orange County, CA. The beaches will be selected to represent the various types of beach experiences available in Orange County, including more- and less-developed beaches. The target responding sample size is 200 completed household surveys. We assume a response rate of 35% to the mail portion of the survey, which is the typical response rate for onsite surveys with mail follow-up (Lynn 2013; Millar and Dillman 2011; Dillman et al. 2014). This means that an initial sample of 572 respondent addresses must be obtained onsite in Orange County to reach the target of 200 completed surveys.

The onsite survey will involve approaching people at each sampled beach and asking them to participate in the survey. Onsite interviewers will be assigned to multiple beaches within Orange County, at least two beaches. Interviewers will administer intercept surveys on two separate days during the high-volume beach season (approximately August-September 2017). The two days will consist of both a weekend day and a weekday to create a sample frame that will consist of a variety of beachgoers (day-trippers and vacationers). Onsite staff will start on one side of the target beach and work their way to the opposite side, approaching every fifth eligible respondent, to request participation in the intercept survey. Interviewers will be provided with informational material to share with respondents to provide background information and credibility for the study. Information will be provided in a format designed to minimize any potential for litter

accumulation on the beach. The goal of the intercept survey is to recruit participants for a follow-up mail survey.

For those willing to take the mail survey, a brief onsite interview will ask the respondent's name and mailing address, as well as several demographic questions such as age and education. Those who do not agree to participate in the mail survey will only be asked their ZIP code, whether they participate in single or multi-day trips, and selected demographic questions. Appendix A provides a copy of the onsite interview form.

Data collected during onsite interviews will be used to evaluate nonresponse bias. A nonresponse study will compare demographic variables for three sampling groups, including those who refuse to participate in the mail survey but are willing to answer the several questions onsite (including demographic questions), those who initially agree to the mail survey but later fail to return it, and those who complete the mail survey.

The primary survey will be implemented by mail (Millar and Dillman 2011; Lynn 2013; Dillman et al. 2014). The target date for mailing surveys is October 2017. The primary mail survey will include questions that focus on the number of day and overnight trips to beaches in each target region, respondents' attitudes toward marine debris, presence of marine debris at beaches, and demographic characteristics (see below for a description of each survey question). The respondent will be asked to indicate the specific beaches that he or she visited in the past 12 months (from October 1, 2016 to September 31, 2017) and the number of day and overnight trips taken. The respondent will also be asked whether changes in marine debris levels would affect her or his visitation of the local beaches.

The implementation sequence for the mail survey will be as follows:

- **Day 1**: The primary mail survey will be mailed to all sampled households via first class mail. The survey instrument will include an introductory letter informing respondents about the survey and encouraging their participation by a specific date. The initial packet will also include a ten-page questionnaire and a postage-paid return envelope.

- **Day 7**: A thank you/reminder postcard will be mailed to all sampled households thanking them for responding and encouraging them to complete the survey if they have not already.

- **Day 14**: A thank you/reminder email will be sent to all sampled households who have not yet responded to encourage their survey completion and provide them with information to request another copy of the survey, if it has been lost or misplaced.

- **Day 21**: A replacement survey instrument will be sent to all sampled households who have not yet responded via first class mail. The replacement survey will include a letter with a final reminder to complete the survey, a second questionnaire, and a postage-paid return envelope.

The content and specific purpose of each question is described below.

Primary mail survey

The survey questions, and the purpose of each question, are described below.

- **Familiarity with local beaches.** Question 1 will ask respondents to review a list of local beaches and indicate beaches with which they are familiar. This will remind respondents of local area beaches and make respondents aware of the beaches we will be asking about in subsequent questions about trips and debris levels.

- **Number of trips.** Questions 2 and 3 will ask respondents about the total number of their single- and multiple-day trips during the previous year to all beaches in the study area. Respondents' total number of trips throughout the year will be used as the baseline to which changes in trips, estimated in later questions, are compared. Single- and multiple-day trips involve different expenditures, and the breakout into these two categories will be used in the analysis that estimates benefits to the regional economy.

- **Importance of beach attributes.** Question 4 will ask respondents about the importance of 13 attributes when choosing which beaches to visit. This will support the interpretation of contingent behavior results by allowing a comparison of the importance respondents place on marine debris to their reported behavioral responses to changes in marine debris. The question may also encourage respondents to think carefully about how they respond to marine debris relative to other beach characteristics when answering the contingent behavior questions.

- **Marine debris levels.** Question 5 will ask respondents to report which beaches they visited over the last beach season and to rate the level of marine debris they encountered at each beach. The debris ratings will be used to supplement onsite marine debris measurements and develop a more complete evaluation of the level of debris at beaches throughout each coastal community.

- **Probing questions.** Questions 6 through 8 will ask respondents whether the debris scale and photos used to answer Question 5 are representative of conditions observed while they were at the beach.

- **Contingent behavior questions.** Contingent behavior is a "stated preference" method in which respondents indicate how their recreation choices would change given hypothetical changes in recreation options. Questions 9 through 12 will ask whether respondents would change the destination of their trips or change the number of trips they would take to the study area under two hypothetical scenarios: (1) "If there had been almost no manmade debris at beaches" and (2) "If there had been twice as much manmade debris at beaches." These questions will allow us to estimate changes in the number of beach trips associated with increases or decreases in marine debris in different target communities.

- **Probing Questions:** Questions 13 through 15 will ask respondents how confident they are in answering Questions 11 and 12.

- **Public attitude toward marine debris.** Questions 16 through 20 will ask whether respondents are concerned about the presence of various types of garbage or manmade debris on the sand or in the surf while visiting a beach, the types of debris they've actually seen on beaches, their understanding of the sources of debris found on beaches, and whether they have participated in beach cleanup efforts.

- **Demographic characteristics.** Questions 20 through 24 will ask respondents to report the number of adults and children in their household; and their gender, age, ethnicity, race, education level, and income. These questions will be used in the nonresponse analysis and may also be used to investigate the relationship between the response to changes in marine debris levels and demographic characteristics.

The Program will retain control over the information and safeguard it from improper access, modification, and destruction, consistent with NOAA standards for confidentiality, privacy, and electronic information. See the response to Question 10 of this Supporting Statement for more information on confidentiality and privacy. The information collection is designed to yield data that meet all applicable information quality guidelines. Although the information collected is not expected to be disseminated directly to the public, results may be used in scientific, management, technical or general informational publications. Should the Program decide to disseminate the information, it will be subject to quality control measures and a pre-dissemination review pursuant to Section 515 of Public Law 106-554.

3. Describe whether, and to what extent, the collection of information involves the use of automated, electronic, mechanical, or other technological techniques or other forms of information technology.

Data for the onsite intercept survey will be collected via secured computerized tablets. The tablets will electronically collect the participant contact data and transmit information to our study contact database. Interviewers will administer the survey questions to respondents and enter data directly into the tablet interface. Data entered into the tablet will be securely stored in our contact database. Only authorized study personnel will have access to the secure tablets and information will not be shared or disclosed for any reason.

Data will be collected via a mail survey using mailing addresses collected via an onsite intercept survey. The data collection will not use automated, electronic, mechanical, or other technological techniques or other forms of information technology.

4. Describe efforts to identify duplication.

A review of the literature did not identify any existing research on the economic impact of marine debris on beach visitors and local economies in the United States. While Parsons et al. (2009) included "manual cleaning" and "machine cleaning" variables in an economic model focused on Texas Gulf Coast beaches, they did not evaluate the amount of debris at beaches. The study also focused on day trips by Texas residents only, which limits its application to the estimation of economic impacts on other tourism-dependent communities. Other beach recreation models include no measure of marine debris at all, including the Southern California

beach model (Hanemann et al. 2004), a model focused on visits to New Jersey, Delaware, and Maryland beaches (Parsons and Massey 2003); and a model focused on visits to San Diego County beaches (Lew and Larson 2005). Although the Pilot Study of Beach Recreation in Orange County (IEc 2014) allows the estimation of welfare effects to beachgoers from changes in marine debris levels, the study focused on single-day trips only.

5. If the collection of information involves small businesses or other small entities, describe the methods used to minimize burden.

The proposed information collection will focus on households and will not impact small businesses or other small entities.

6. Describe the consequences to the Federal program or policy activities if the collection is not conducted or is conducted less frequently.

If the information collection is not conducted, the Program will have difficulty moving forward with a research program aimed at advancing our knowledge concerning the economic impacts of marine debris on the U.S. economy. The study is a necessary step toward this goal as it allows the Program to extend the results of the prior Pilot Study of Beach Recreation in Orange County (IEc 2014).

7. Explain any special circumstances that require the collection to be conducted in a manner inconsistent with OMB guidelines.

The proposed information collection will be conducted in a manner that is consistent with the Office of Management and Budget (OMB) guidelines.

8. Provide information on the PRA Federal Register Notice that solicited public comments on the information collection prior to this submission. Summarize the public comments received in response to that notice and describe the actions taken by the agency in response to those comments. Describe the efforts to consult with persons outside the agency to obtain their views on the availability of data, frequency of collection, the clarity of instructions and recordkeeping, disclosure, or reporting format (if any), and on the data elements to be recorded, disclosed, or reported.

A Federal Register Notice published on February 22, 2017 (FR Doc. 2017-03433) solicited public comment. Only two comments have been received by MDP. Because these were outside the scope of study for this work, no response is required.

9. Explain any decisions to provide payments or gifts to respondents, other than remuneration of contractors or grantees.

No monetary incentives will be offered to survey respondents.

10. Describe any assurance of confidentiality provided to respondents and the basis for assurance in statute, regulation, or agency policy.

NOAA will not collect any identifying information about survey respondents other than name and household address. Only ZIP code and state will be included in the data; names and street addresses will be used only during mail administration of the survey and will not be included in the survey data.

The survey materials will include a statement that the respondent's name and street address will be removed from NOAA's database after NOAA receives the completed questionnaire, or after two months. In addition, the survey materials will state that all information provided "will remain confidential to the extent permitted by law." No other confidentiality assurances will be provided to the respondent.

11. Provide additional justification for any questions of a sensitive nature, such as sexual behavior and attitudes, religious beliefs, and other matters that are commonly considered private.

No questions of a sensitive nature will be asked.

12. Provide an estimate in hours of the burden of the collection of information.

The proposed collection involves two one-time surveys: an on-site intercept survey and the primary mail survey.

- *Onsite intercept survey*: We will intercept potential respondents at beaches in Orange County, CA and ask them to complete a short onsite survey. The onsite intercept survey includes demographic questions and questions about participation in single or multi-day trips. The last question asks respondents if they would be willing to participate in a future mail survey. For those who agree to participate in the mail survey, we will ask for their mailing and email addresses. For those who do not agree to participate in the mail survey, we will record their zip code instead of their mailing address. To achieve a target sample of 200 completed mail surveys, we will need to approach 1733 potential respondents to obtain 572 addresses for the mail survey. This estimate is based on a 33% participation rate among those approached for the onsite survey and a 35% response rate for the mail survey.

- *Primary mail survey***:** We will mail the primary survey to the 572 onsite intercept survey respondents who agree to participate in the mail survey. Assuming a 35% response rate to the mail survey, we expect to receive 200 completed surveys. For the remaining 372 nonrespondents, we will have limited demographic and beach visitation data from the onsite survey.

- *Non-respondent follow-up survey*: We will use information collected during onsite interviews (including people who did not wish to participate in the survey and those who agreed initially but did not return the mail survey) to conduct a nonresponse study.

Based on pre-tests, we assume that each respondent will spend 4 minutes completing the onsite survey if they provide their full address and email address and 2 minutes completing the onsite

intercept survey if they decline participating in the mail survey. The primary mail survey requires approximately 10 minutes to complete. Thus, we estimate the total burden of this collection to be 110 hours (Table 2). This is a one-time data collection, so there will be no additional costs expected for respondents.

Table 2. Total estimated burden

Survey	Responses	Completion time	Burden hours
Onsite intercept survey (decline mail survey)	1,161	2 minutes	38.7
Onsite intercept survey (agree to mail survey)	572	4 minutes	38.1
Primary mail survey	200	10 minutes	33.3
		Total	110.1

Table 3 reports mean hourly wages for each of the eight study areas (BLS 2015). Multiplying the burden hours for each region by the mean hourly wage yields a total labor cost of $20,299.49.

Table 3. Total estimated labor cost for completing the on-site intercept survey and the primary mail survey

Study area	Expected number of onsite intercept surveys	Expected number of respondents who decline mail survey	Expected number of addresses collected and survey mailings*	Expected number of completes	Total annual burden hours**	Dollar value per burden hour	Total labor cost***
Orange County	1,733	1,161	572	200	110.1	$32.20	$3,548
Total	1,733	1,161	572	200	110.1		$3,548

* Surveys will be mailed to those who completed the onsite intercept survey and agreed to participate in the mail survey (provided mailing addresses).

** Based on 2 minutes per quick onsite interview, 4 minutes per onsite intercept survey, and 10 minutes per completed mail survey.

*** Totals may not sum due to rounding.

13. <u>Provide an estimate of the total annual cost burden to the respondents or record-keepers resulting from the collection (excluding the value of the burden hours in Question 12 above).</u>

There will be no recordkeeping or reporting costs resulting from the data collection. The mail survey packages will include postage-paid envelopes.

14. <u>Provide estimates of annualized cost to the Federal government.</u>

The total annualized cost to the Federal Government is $342,087.40. This total cost is comprised of two components:

(1) *Operational expenses*: All operational costs will be incurred by the contractor, Abt Associates Inc. (Abt). The contract with Abt is for $335,105, which includes the survey design and testing, survey implementation, data analysis (including estimating of economic impacts on local communities), and reporting.

(2) *Labor costs for staff*: The estimated time required for the Program staff to oversee the information collection is 80 hours at a Series and Grade of Environmental Scientist, ZP-0401-04 and an hourly rate of $87.28 (including benefits), resulting in total labor costs for staff of $6,982.40.

15. Explain the reasons for any program changes or adjustments.

This is a new program.

16. For collections whose results will be published, outline the plans for tabulation and publication.

Statistical summaries of responses to all survey questions will be developed, including the mean, minimum, maximum, and standard deviation for questions with numerical responses; and response frequencies for questions with categorical response options. In addition, responses related to changes in beach visits will be analyzed within the context of an economic model. This will include an estimate of changes in the value of recreation and impacts to the regional economies for the eight communities, as described in detail in Part B of this supporting statement.

The overall schedule for the study is as follows:

- Conduct intercept surveys — August-September 2017
- Print and coordinate survey materials — September 2017
- Implement mail survey — September - October 2017
- Analyze results and develop report — October 2017

The project report will be posted online on the Program website (http://marinedebris/noaa.gov) in pdf format.

17. If seeking approval to not display the expiration date for OMB approval of the information collection, explain the reasons why display would be inappropriate.

The expiration date for OMB approval will be displayed on all surveys associated with this information collection.

18. <u>Explain each exception to the certification statement.</u>

There are no exceptions to the certification statement.

SUPPORTING STATEMENT
Preliminary Case Study Assessing Economic Benefits of Marine Debris Reduction
OMB CONTROL NO. 0648-xxxx

B. COLLECTIONS OF INFORMATION EMPLOYING STATISTICAL METHODS

1. Describe (including a numerical estimate) the potential respondent universe and any sampling or other respondent selection method to be used. Data on the number of entities (e.g. establishments, State and local governmental units, households, or persons) in the universe and the corresponding sample are to be provided in tabular form. The tabulation must also include expected response rates for the collection as a whole. If the collection has been conducted before, provide the actual response rate achieved.

The potential respondent universe consists of visitors to the coastal study area who are 18 years old or older. Onsite intercept surveys at local beaches will be used to find respondents for the primary mail survey. The onsite intercept survey includes demographic questions and questions about participation in single or multi-day trips. The last question asks respondents if they would be willing to participate in a future mail survey. For those who decline to participate in the onsite interview entirely, we will record their gender and the reason they did not participate. For those who participate in the onsite intercept survey and agree to participate in the mail survey, we will record their mailing and email addresses. For those who complete the intercept survey but do not agree to participate in the mail survey, we will record their ZIP code in lieu of their mailing and email addresses.

We anticipate that 33% of those approached will agree to participate in the onsite survey and mail survey. We will thus need to approach 526 potential respondents to obtain the desired 572 addresses to administer the mail survey. Assuming a 35% response rate for the mail survey, we expect to receive 200 completed surveys and 372 nonresponses (Table 4).

Table 4. Expected number of intercept and mail surveys for each study area

Sample area	Number of onsite intercept surveys	Expected number of survey mailings*	Expected number of completed surveys
Orange County	1,733	572	200
Total	1,733	572	200

* Surveys will be mailed to those who completed the onsite intercept survey and agreed to participate in the mail survey.

Precision of survey estimates is a direct function of sample size. The needed sample size to secure a specific level of precision can be calculated using the following formula, in which N represents the universe size, ε is the margin of error, and z is the percentile of the standard normal distribution.

$$n = \frac{Np(1-p)}{(N-1)\frac{\varepsilon^2}{z^2} + p(1-p)}$$

As such, the expected margin of error, with 95% confidence, for the total sample of 200 will be no larger than ±4.2% at the 50 percent population incidence level and a 95% level of confidence. For the survey, with n = 200, we will get error margins +/-10% at a 95% confidence level.

2. <u>Describe the procedures for the collection, including: the statistical methodology for stratification and sample selection; the estimation procedure; the degree of accuracy needed for the purpose described in the justification; any unusual problems requiring specialized sampling procedures; and any use of periodic (less frequent than annual) data collection cycles to reduce burden.</u>

Statistical methodology for stratification and sample selection

As described in Part A, we will begin sampling procedures by selecting multiple beaches in Orange County, CA. The beaches will be selected to represent various types of beach experiences available, including more- and less-developed beaches. Because this approach relies on judgment to achieve representativeness rather than probability-based sampling, there is some uncertainty involved. The degree of accuracy needed will be discussed below.

When sampling at the selected beaches, we wish to ensure that approximately 50% of respondents take multiple-day (or overnight) trips. The reason for this target is that a sufficient number of respondents taking multiple-day trips is important for characterizing switching by beachgoers between regions, which is a critical aspect of the national model. It is also important for estimating the number of overnight hotel stays, which is necessary for the regional economic analysis. Conversely, targeting a sufficient number of local beachgoers, who are likely to take more trips and visit more beaches in their region, is important for characterizing marine debris at as many beaches in each region as possible. If, during this initial onsite sampling, it appears that the proportion of those taking overnight trips is significantly less than or greater than 50%, we will adjust the sampling rates accordingly. When evaluating whether an adjustment is needed, we will assume that anyone engaged in a day trip at the time of the onsite survey takes only day trips to the area being sampled. When evaluating the adjustment we will also account for the effects of choice-based sampling, described below. To illustrate the type of adjustment that could be made, consider the case where only 25% of respondents take overnight trips during the initial sampling of a given region. This would mean there are three times as many people taking day trips as there are taking overnight trips. To reach the target of an even split, we would adjust the sampling fraction to one-third for those taking day trips.

Onsite sampling is a form of choice-based sampling, where the choices of selected respondents affects their probability of entering the sample. In this study there are three components of choice-based sampling. The first is the length of time a respondent spends at the beach on a given day. The second is the number of days the respondent spends at the beach during a given trip, which is one for day trips but could be more for overnight trips. The third is the number of trips the respondent takes to the given sampling area during the year. Data on the length of time at the beach and the number of days spent at the beach for a given trip will be collected during the onsite interviews. These questions will be asked with respect to the trip taking place at the time of the interview, and the responses will be viewed as a random draw from all trips the respondent takes. Data on the number of trips a respondent takes to the relevant sampling area during the course of the year will be collected in the mail survey.

Estimation procedure

As discussed in Part A, the primary research goal is to quantify the relationship between marine debris and the number of trips to beaches in Orange County, CA. Any change in beach visits caused by potential changes in marine debris, expressed as a percentage, will be used as an input to economic models. The models will estimate the impacts of marine debris on the value of recreation and the regional economy. A secondary goal is to compile response statistics on questions in the survey that do not involve a change in trips, such as what types of debris respondents typically see on the beach, respondents' demographic characteristics, and other questions.

For all these survey results, the statistical estimation procedure will use a weighted average of a respondent's answers, where weights account for the sample-selection factors described above. For example, a respondent who spent three days at the beach on her overnight trip, took two trips during the year, and spent four hours at the beach on the day she was intercepted, will have a sampling weight that is the product of one-third, one-half, and one-fourth. If the sampling rate for those taking day or overnight trips is adjusted, the weights used in the estimation will also include a factor that is the inverse of the sampling rate at the time of the onsite interview. The sampling weights will be used to compile respondent statistics at the study areas only. The MDP does not intend to extrapolate its study results to the national level.

The model estimation procedure relies on a nationwide travel cost model of coastal recreation. The model was developed by experts for NOAA and other federal and state trustees in the Deepwater Horizon oil spill assessment. A travel cost model involves a system of demand functions, where price is the cost to individuals of traveling to a given site and quantity is the number of trips individuals take to the site. In the Deepwater Horizon model, travel cost is calculated using an average of airfares and driving costs, depending on the distance traveled and the proportion of people traveling by air or car for any given distance. Travel cost also includes the value of time spent traveling. The structure of the model is nested logit, with coastal beaches grouped into 76 model sites covering all coastal areas of the continental United States, including the Great Lakes. In response to an environmental change, the model accounts for the change in the value of trips to a given site, switching of trips between a given site and alternative sites, and changes in the total number of trips to all sites. The recreation data used in the model come from a sample of 41,716 respondents living throughout the continental United States. Additional details about the Deepwater Horizon model and data can be found in English and McConnell (2015), Herriges (2015), and Leggett (2015). While the final Deepwater Horizon model focused on sites in the southeast United States, data were collected for trips to all beaches throughout the country and this more comprehensive data will be used for the marine debris model.

Since the Deepwater Horizon model already estimates the total number of trips to each site, we will not rely on the marine debris survey to estimate the total number of trips in the selected coastal locations. Instead, we have defined the coastal locations so that they match sites in the Deepwater Horizon model. A percentage change in trips due to changes in marine debris, estimated using the contingent behavior questions from the marine debris survey, will be applied to total trips at the relevant model sites. The resulting change in total trips is the information the model requires to estimate the change in value.

Degree of accuracy needed

Two factors relate to the degree of accuracy needed. First, the survey will be used to calculate average statistics rather than totals. For example, the average percent change in the number of trips is the key result for the analysis of economic value. Statistics for the total change in the number of trips are not required because the models that will be used to calculate value already include estimates of the total number of trips. A percent change from the marine debris survey will be applied to the previously estimated totals, which simplifies the weighting procedures. Specifically, we will not have information on the proportion of total beach trips in the region that are represented by trips to the multiple beaches sampled. We also will not calculate weights that expand from the times when onsite sampling is conducted to all times when beach recreation occurs. These weights, which would be required to estimate statistics reflecting totals, are not required for the average statistics to be used in this study.

Second, the marine debris study is a Pre-test. The results will be used to evaluate the potential for further research in selected communities, regions, or nationwide. The largest source of potential inaccuracy is the sampling of a small number of beaches at one point in time during the recreation season. To achieve more accurate representativeness, probability-based sampling would require a random selection of a large number of beaches and a large number of sampling times throughout the recreation season. The cost of such an effort was not determined to be warranted given the exploratory nature of this study and the need for preliminary information on the value of marine debris to coastal communities.

Specialized sampling procedures

We will not employ any specialized sampling procedures, other than the onsite sampling methods described above.

Periodic data collection

The data collection effort will gather information for a full year of recreation activity in one survey effort. There will be no periodic data collection.

3. <u>Describe the methods used to maximize response rates and to deal with nonresponse. The accuracy and reliability of the information collected must be shown to be adequate for the intended uses. For collections based on sampling, a special justification must be provided if they will not yield "reliable" data that can be generalized to the universe studied.</u>

Our mixed-mode data collection is designed to maximize response rates. The research team believes that a mixed mode survey (onsite intercept and a follow-up mail) mode offers the best opportunity for obtaining a high response rate among the target population (i.e., beachgoers who visit the study areas) at a reasonable cost, while allowing for the use of a visual aid (i.e., a map of local beaches). Recruiting the sample, via intercept survey, provides face-to-face contact that can obtain an original commitment from a recruited respondent to complete the forthcoming mail survey. The combination of intercept and mail modes will maximize response rates for the mail survey (Ditton and Hunt 2001).

A number of measures will be implemented to maximize the response rate, including:

- A short beach intercept survey (~ 2 minutes) will identify individuals willing to participate in a mail survey.
    - Onsite interviewers will recruit potential participants from multiple beaches within Orange County. Interviewers will have background information about the study to provide potential participants context and credibility for the research.
    - The intercept survey will be administered via computerized tablet to minimize respondent burden and transmit data in real-time.
- The initial survey packet will contain an introductory letter informing respondents about the survey and encouraging their participation by a specific date. All letters will include the NOAA logo and will be signed by the Chief Scientist of the NOAA Marine Debris Program.
- The survey will be sent via first-class mail and will include a self-addressed, stamped envelope to facilitate response.
- One week after sending the initial survey, a thank you/reminder postcard will be mailed to all sampled households thanking them for responding and encouraging them to complete the survey if they haven’t already.
- One week after sending the thank you/reminder postcards, a thank you/reminder postcard will be sent to all sampled households who have not yet responded to encourage their survey completion and provide them with information to request another copy of the survey if it has been lost or misplaced.
- Three weeks after sending the initial survey, a replacement survey will be mailed to all sampled households who have not yet responded. The replacement survey will include a self-addressed, stamped envelope to facilitate response.
    - If

- If OMB approves the extension of the Pre-test into other regions, NOAA must submit information on their nonresponse bias follow-up study including which key attitudinal questions are used to reweigh the results in addition to the usual demographic variables. If NOAA concludes that a nonresponse bias follow-up study is not warranted due to the preliminary nature of the Regional Pilot Study, NOAA must provide justification for this decision including what information the Regional Pilot Study is likely to produce to inform future agency products and decisions;
- At whatever point during this process of the Orange County Pre-test, when 100 completed surveys have been received, a preliminary non-respondent assessment, consisting of a census-based zip code demographic comparison for the on-site intercepts, will be performed. If OMB approves the extension of the Pre-test into other regions, NOAA must submit information on their nonresponse bias follow-up study including which key attitudinal questions are used to reweigh the results in addition to the usual demographic variables. If NOAA concludes that a nonresponse bias follow-up study is not warranted due to the preliminary nature of the Orange County Pilot Study, NOAA must provide justification for this decision including what information the Regional Pilot Study is likely to produce to inform future agency products and decisions;

- All survey materials were carefully crafted to provide a pleasing appearance that encourages response. Questions are kept short and the total number of questions was minimized, given the research needs. An attractive, color map of local beaches is included with each survey instrument.

Potential alternative to mixed-mode data collection include a web-based survey and an in-person survey. However, existing probability-based web panels (e.g., GfK Knowledge Networks) would have inadequate sample sizes at the county level, and the cost associated with completing an in-person survey at the study location would be much higher compared to a mixed mode survey. While it would be possible to provide a Web URL that allows mail survey respondents to complete the survey over the internet, recent research has found that providing an internet option in a mail survey does not improve response rates relative to a mail-only approach (Messer and Dillman 2011; Medway and Fulton 2012; Dillman et al. 2014).The potential for nonresponse bias will be assessed by comparing the demographic characteristics of those who did not agree to take the mail survey during onsite intercepts, those who agreed to but didn't return the survey, and those who completed the survey. Specifically, comparisons will be conducted for ZIP code, age, and gender. If substantial differences are observed, sampling weights will be developed through sequential post-stratification (e.g., raking), so that the weighted demographic totals for the survey data align with corresponding totals for the surveyed region (Battaglia et al. 2004).

4. <u>Describe any tests of procedures or methods to be undertaken. Tests are encouraged as effective means to refine collections, but if ten or more test respondents are involved OMB must give prior approval.</u>

Comments on the survey materials were solicited from the following persons outside the agency:

1. Dr. George Parsons, Professor, Department of Economics, University of Delaware.

2. Dr. Eric English, Bear Peak Economics, Boulder, Colorado.

3. Dr. Jason H. Murray, Economist, I. M. Systems Group, Inc.

Additonally, one-on-one discussions were held with beachgoers in the Boston and Los Angeles areas in December 2016 and January 2017. The tests involved seven respondents, in addition to internal testing with employees of Abt. The participants filled out a draft version of the survey instrument and discussed the survey and their responses with Dr. Eric English, a member of the research team. The interviews were designed to evaluate the clarity of the survey questions and the ability of survey respondents to accurately answer the survey questions.

The following summarizes the issues, revisions, and conclusions of the one-on-one discussions:

- The map of the study region was important in helping respondents remember the area of interest when answering questions throughout the survey.

- Respondents were best able to understand the concept of debris density when the idea was described as the respondent picking up all the debris in a specified area and seeing what they find.

- Most respondents said that they were aware of debris levels at the beaches, that they recalled which beaches had more debris and which had less, and were able to make a reasonable estimate of how much debris was present at the beaches.

- For the survey page that explains marine debris and includes any questions, it was important to include text that directed the respondent to the next page for questions about marine debris.

- When estimating any changes in the number of trips because of changes in debris, most respondents described their thought process in ways that indicated that they understood the questions and gave them careful consideration. Examples include respondents thinking about their children playing in the sand; respondents indicating that beaches were already clean enough so that reductions in debris would not matter to them; respondents saying they would choose closer beaches they had previously avoided if there were less debris; and respondents who would change their behaviors consistently by choosing to take more trips if there were less debris and fewer trips if there were more debris.

- The survey took less than 10 minutes for most respondents.

Two additional methodological tests involve comparing survey results to external measures. First, the survey elicits respondents' estimates of how their recreation choices would change in response to hypothetical changes in marine debris levels. This method is called "stated preference." It is common in the economics literature to compare stated-preference results to what are called "revealed preference" results. Revealed preference involves inferring changes in behavior from actual choices people have made in the past. We will compare the stated-preference results of the marine debris survey to the revealed-preference results of the marine debris study conducted previously in Orange County, California.

Second, the marine debris survey elicits respondents' estimates of the amount of debris at beaches in Orange County, CA. These estimates are useful in characterizing the baseline level of debris to which changes are compared. For some beaches, information about the level of marine

debris has already been collected onsite. The estimates by respondents to the marine debris survey will be compared with the onsite measurements for validation or potential adjustments.

5. Provide the name and telephone number of individuals consulted on the statistical aspects of the design, and the name of the agency unit, contractor(s), grantee(s), or other person(s) who will actually collect and/or analyze the information for the agency.

The following individuals were consulted on the statistical aspects of the design:

1. Dr. George Parsons, Professor, Department of Economics, University of Delaware (phone: 302-831-6891).

2. Dr. Eric English, Bear Peak Economics, Boulder, Colorado (phone: 202-699-6334).

3. Dr. Adam Domanski, National Oceanic and Atmospheric Administration (phone: 240-533-0433).

Abt will collect and analyze the information for the Program.

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BEACH INTERVIEW FORM

		If Interview is Not Conducted, Provide Reason, Respondent Gender, Age
Interviewers Initials: _____	☐ Refusal	☐ Male
Date: _____ Time: _____	☐ Under 18	☐ Female
Beach: _____ City: _____	☐ Language Barrier	Could you just tell me your age?
Sampling Fraction for Day Trips: _____	☐ Other _____	_____ years

1. Hello, my name is _____. I am doing research on beach recreation for the federal government. I have just a few questions. May I begin?
   Is your visit here today part of a trip away from home lasting more than one day?
   ☐ No ☐ Yes ➔ 1a. How many days will your trip last in total? _____ days
   1b. How many days will you spend time at the beach? _____ days
   1c. Is going to the beach the main reason for your trip?
   ☐ Yes ☐ No

2. Could you tell me how many hours in total you will spend at the beach today? _____ hours

3. What is your age? _____ years

4. What is the highest degree or level of school you have completed?
   ☐ Less than high school graduate
   ☐ High school graduate (includes GED)
   ☐ Some college or Associate's degree
   ☐ Bachelor's degree
   ☐ Graduate or professional degree
   ☐

5. How many adults and children live in your household?
   _____ Adults (18 and older) _____ Children (Under 18)

6. Would you be willing to take part in a short mail survey that we will send to your home?
   ☐ Yes ➔ Could I get your name and address?
   _____ First and last name
   _____ Street address
   _____ City and State
   _____ ZIP code
   ☐ No ➔ Could I get your ZIP code?
   ☐ Yes ➔ _____ ZIP code ☐ No

Privacy Act Statement

Authority: The collection of this information is authorized under 33 U.S.C. 1853 et seq, the Marine Debris Research, Prevention and Reduction Act, which, along with the Marine Debris Amendments of 2012, established the NOAA Marine Debris Program to "identify, determine sources of, assess, prevent, reduce, and remove marine debris and address the adverse impacts of marine debris on the economy of the United States, the marine environment, and navigation safety."

Purpose: The information will be used to estimate economic impacts associated with marine debris on beaches.

NOAA Routine Uses: The survey data will be combined with a national model of coastal recreation, which relies on data collected for the Deepwater Horizon oil spill assessment, to estimate the economic impacts of marine debris on tourism-dependent communities. Disclosure of this information is permitted under the Privacy Act of 1974 (5 U.S.C. Section 552a) to be shared among NOAA staff for work-related purposes. Disclosure of this information is also subject to all of the published routine uses as identified in the Privacy Act System of Records Notice Commerce/NOAA-11, Contact Information for Members of the Public Requesting or Providing Information Related to NOAA's Mission.

Disclosure: Furnishing this information is voluntary; the only consequence of failure to provide accurate information is that your responses will not contribute to the success of this research.

The National Oceanic and Atmospheric Administration (NOAA) is authorized by 33 U.S.C. 1951 et seq. to conduct this survey. The information collected will be used by NOAA to estimate economic impacts associated with marine debris on beaches.

Public reporting burden for this collection of information is estimated to average 10 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other suggestions for reducing this burden to Amy V. Uhrin, NOAA NOS, 1305 East-West Hwy, SSMC4, Room 10240, Silver Spring. MD 20910.

The questionnaire has an identification number for mailing purposes only. Your name and address will be deleted after we rece ive your completed questionnaire. Notwithstanding any other provisions of the law, no person is required to respond to, nor shall any person be subjected to a penalty for failure to comply with, a collection of information subject to the requirements of the Paperwork Reduction A ct, unless that collection of information displays a currently valid OMB Control Number.

OMB Control Number XXXX I Current Expiration Date: XX/XX/2018

Beach Recreation Survey
ORANGE COUNTY

Your opinions are important to us!

Paperwork Reduction Act Statement

The National Oceanic and Atmospheric Administration (NOAA) is authorized by 33 U.S.C. 1951 et seq. to conduct this survey. The information collected will be used by NOAA to estimate economic impacts associated with marine debris on beaches.

Public reporting burden for this collection of information is estimated to average 10 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other suggestions for reducing this burden to Amy V. Uhrin, NOAA NOS, 1305 East-West Hwy, SSMC4, Room 10240, Silver Spring, MD 20910.

The questionnaire has an identification number for mailing purposes only. Your name and address will be deleted after we receive your completed questionnaire. Notwithstanding any other provisions of the law, no person is required to respond to, nor shall any person be subjected to a penalty for failure to comply with, a collection of information subject to the requirements of the Paperwork Reduction Act, unless that collection of information displays a currently valid OMB Control Number.
OMB Control Number XXXX I Current Expiration Date: XX/XX/2018

Privacy Act Statement

Authority: The collection of this information is authorized under 33 U.S.C. 1853 et seq., the Marine Debris Research, Prevention and Reduction Act, which, along with the Marine Debris Amendments of 2012, established the NOAA Marine Debris Program to "identify, determine sources of, assess, prevent, reduce, and remove marine debris and address the adverse impacts of marine debris on the economy of the United States, the marine environment, and navigation safety."

Purpose: The information will be used to estimate economic impacts associated with marine debris on beaches.

NOAA Routine Uses: The survey data will be combined with a national model of coastal recreation, which relies on data collected for the *Deepwater Horizon* oil spill assessment, to estimate the economic impacts of marine debris on tourism-dependent communities. Disclosure of this information is permitted under the Privacy Act of 1974 (5 U.S.C. Section 552a) to be shared among NOAA staff for work-related purposes. Disclosure of this information is also subject to all of the published routine uses as identified in the Privacy Act System of Records Notice Commerce/NOAA-11, Contact Information for Members of the Public Requesting or Providing Information Related to NOAA's Mission.

Disclosure: Furnishing this information is voluntary; the only consequence of failure to provide accurate information is that your responses will not contribute to the success of this research.

Coastal beaches are vital to the area's economy and quality of life. Your answers to this survey will help inform decisions about improving and protecting coastal resources. We want to hear from everyone about things people want to experience when they visit the beach. Your response is important – please complete this **voluntary** survey.

Our questions are about ocean beaches in Orange County, shown in the map below.

1. In the list below, please circle the names of any beaches you went to between September 1, 2016 and August 31, 2017. If you don't know the name of a beach you went to or it is not on the list, please circle the name of a nearby beach.

1. Seal Beach
2. Surfside Beach
3. Sunset Beach
4. Bolsa Chica
5. Huntington City Beach
6. Huntington State Beach
7. Santa Ana River County Beach
8. Newport Beach
9. Balboa Beach
10. Corona del Mar State Beach
11. Crystal Cove State Park Beach
12. Emerald Bay Beach
13. Laguna Beach
14. Aliso Beach
15. Salt Creek
16. Monarch Beach
17. Dana Point
18. Doheny State Beach
19. Capistrano Beach Park
20. Poche County Beach
21. San Clemente City Beach
22. San Clemente State Beach

Now we would like to ask you about the number of day trips and overnight trips you took to beaches in Orange County. A **day** trip is any time you went to the beach and returned home the same day. An **overnight** trip is when you spent at least one night away from home.

2. Between September 1, 2016 and August 31, 2017, did you take any day trips to beaches in Orange County? Please check ☒ one box.

☐ No ☐ Yes ➔ How many day trips? ☐ day trips

3. Between September 1, 2016 and August 31, 2017, did you take any overnight trips where the main purpose was visiting beaches in Orange County? Please check ☒ one box.

☐ No ☐ Yes ➔ How many overnight trips? ☐ overnight trips

In total, how many nights did you pay for lodging during your overnight trips? ☐ nights

The next question is about beach characteristics.

4. Please tell us how important the following characteristics are to you when you decide which beaches to visit. Please check ☒ one box per row.

	Not Important		Somewhat Important		Very Important
	1	2	3	4	5
Scenic beauty or view	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Good water quality	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Close to home	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Parking is convenient	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Parking is free or inexpensive	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Good surfing available	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Sandy (rather than rocky)	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Not crowded	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Long enough to go for a walk/run	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Bike path available	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Fishing opportunities available	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
No garbage or manmade debris on the sand	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
No natural debris like kelp or seaweed on the sand	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5

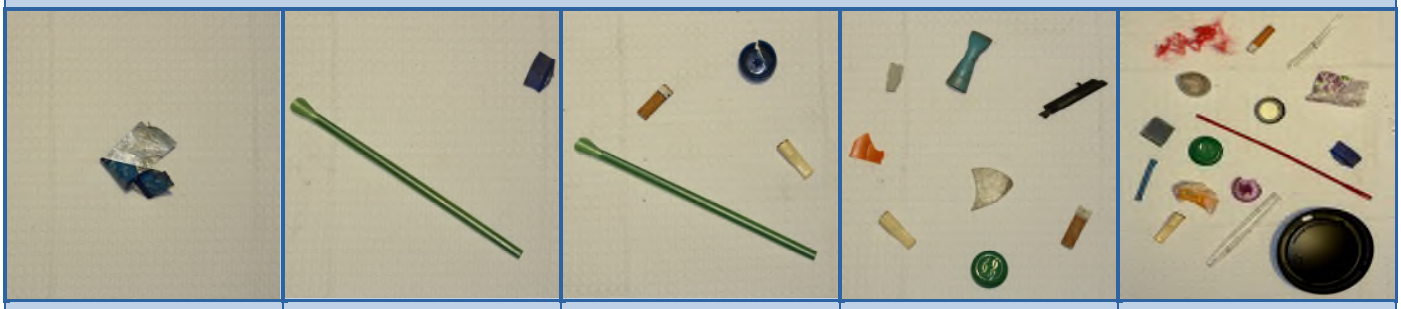
Garbage or Manmade Debris You May See on Beaches

Different beaches can have different amounts of garbage or manmade debris. Garbage or manmade debris refers to items like bottles, wrappers, straws, plastic fragments, or cigarettes. It does not include twigs or seaweed.

The pictures below illustrate the amount of debris commonly found on United States beaches. Imagine you are picking up debris over an area of 500 square feet or approximately the area of three parking spaces, outlined in red below.

If you walked back and forth in this area and picked up all the debris, you might find different amounts ranging from “almost none” to a “high amount.” As the pictures below show, different levels of debris on the beach can be given a score from 1 to 5. Higher scores mean more debris.

Almost None ⟷ High Amount



1	2	3	4	5

On the next page, we will ask you to use the above scale to estimate the amount of garbage or manmade debris you saw on beaches you have been to in Orange County.

5. **In the table below, please write the names of beaches in Orange County that you went to between September 1, 2016 and August 31, 2017. You may want to refer back to the map on page 3 of the survey.**

   To the right of each beach you went to, use the debris scale from the previous page and write a number between 1 and 5 indicating the amount of garbage or manmade debris you saw on the beach. Writing a "1" indicates you saw almost none, while writing a "5" indicates you saw a high amount of garbage or manmade debris. For any beach where you don't recall the amount of debris, please write "don't recall" in place of a number.

Beach Name	How Much Garbage or Manmade Debris Did You See on the Beach? (1 = Almost None) (5 = High Amount) (Don't Recall)
Surfside Beach	4
Monarch Beach	2

Example

We have a few questions about the pictures used above to show garbage or manmade debris on beaches.

6. Are the pictures a good representation of the types of debris you have seen on beaches you visited in Orange County?
Please check ☒ one box.

- ☐ Yes, good representation
- ☐ Yes, somewhat good representation
- ☐ No, somewhat bad representation How so? _____
- ☐ No, bad representation How so? _____
- ☐ Can't say, I have not seen much debris

7. We described debris as being spread over 500 square feet (about the area of three parking spaces). Was that description of the area clear?
Please check ☒ one box.

- ☐ Yes, clear
- ☐ Yes, somewhat clear
- ☐ No, somewhat unclear How so? _____
- ☐ No, unclear How so? _____

8. The pictures showed a range of different amounts of debris. Did you find an amount that was accurate for the beaches you went to?
Please check ☒ one box.

- ☐ Yes, accurate
- ☐ Yes, somewhat accurate
- ☐ No, somewhat inaccurate How so? _____
- ☐ No, not accurate How so? _____

Federal, state, and local agencies are considering programs that would reduce the amount of garbage or manmade debris at beaches in Orange County. These programs could involve removing garbage or manmade debris from beaches, or could involve reducing the amount of garbage or manmade debris that ends up on beaches.

9. If there had been almost no garbage or manmade debris at beaches in Orange County, would you have changed the beaches you visited between September 1, 2016 and August 31, 2017?
Please check ☒ one box.

☐ No ☐ Yes

10. If there had been almost no garbage or manmade debris at beaches in Orange County, would the total number of trips you took to Orange County between September 1, 2016 and August 31, 2017 have increased, decreased, or stayed the same?
Please check ☒ one box.

☐ Increased ➔

	Day Trips	Overnight Trips
How many more trips if there had been almost no garbage or manmade debris?		

☐ Decreased ➔

	Day Trips	Overnight Trips
How many fewer trips if there had been almost no garbage or manmade debris?		

☐ Stayed the same

Some programs currently underway could be discontinued, leading to more garbage or manmade debris at beaches in Orange County.

11. If there had been <u>twice as much</u> garbage or manmade debris at beaches in Orange County, would you have changed the beaches you visited between September 1, 2016 and August 31, 2017?
Please check ☒ one box.

☐ No ☐ Yes

12. If there had been <u>twice as much</u> garbage or manmade debris at beaches in Orange County, would the total number of trips you took to Orange County between September 1, 2016 and August 31, 2017 increased, decreased, or stayed the same?
Please check ☒ one box.

		Day Trips	Overnight Trips
☐ Increased ➔	How many more trips if there had been twice as much garbage or manmade debris?		

		Day Trips	Overnight Trips
☐ Decreased ➔	How many fewer trips if there had been twice as much garbage or manmade debris?		

☐ Stayed the same

We have a few questions about your answers on the previous two pages.

13. How confident are you in your answers about whether you would change the places you went to if … (please check ☒ one box per row):

	Confident 1	Somewhat Confident 2	Not Confident 3
… there were almost no debris?	☐ 1	☐ 2	☐ 3
… there were twice as much debris?	☐ 1	☐ 2	☐ 3

14. How confident are you in your answers about any change in the number of trips you would take if … (please check ☒ one box per row):

	Confident 1	Somewhat Confident 2	Not Confident 3
… there were almost no debris?	☐ 1	☐ 2	☐ 3
… there were twice as much debris?	☐ 1	☐ 2	☐ 3

15. When you answered the questions about your trips, were you thinking primarily about garbage or manmade debris, or were you also thinking about other types of pollution, such as runoff from factories or farms? Please check ☒ one box.

☐ I was thinking primarily about debris ☐ I was also thinking about other types of pollution

The next few questions ask about your experiences with debris on beaches.

16. How concerned would you be to see the following types of garbage or manmade debris on the sand while visiting a beach? Please check ☒ one box per row.

	Not At All Concerned		Somewhat Concerned		Very Concerned
	1	2	3	4	5
Plastic items or bottles	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Styrofoam	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Paper products	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Wooden items	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Metal items or cans	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Glass	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Rubber items	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Cloth or clothing	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Cigarette butts	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Fishing gear	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Medical wastes	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Animal wastes	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5

17. Please look at the list below and check ☒ the box next to all the types of garbage or manmade debris that you have <u>actually seen</u> on the sand at beaches in Orange County.

- ☐ Plastic items or bottles
- ☐ Styrofoam
- ☐ Paper products
- ☐ Wooden items
- ☐ Metal items or cans
- ☐ Glass
- ☐ Rubber items
- ☐ Cloth or clothing
- ☐ Cigarette butts
- ☐ Fishing gear
- ☐ Medical wastes
- ☐ Animal wastes
- ☐ Other (please specify) _____

18. Do you think garbage or manmade debris is a problem on Orange County beaches? Please check ☒ one box.

☐ Yes ☐ No ☐ Not sure

19. To the best of your knowledge, what do you think is the largest source of garbage or manmade debris found on the sand at beaches in Orange County?
Please check ☒ one box.

- ☐ Left by beach visitors
- ☐ Blown to the beach from nearby areas on land
- ☐ Washed ashore from the ocean
- ☐ Washed ashore from nearby rivers or storm drains
- ☐ Other (please specify) _____

Finally, we have just a few questions about you and your household. These questions are a way to make sure that we understand the values and opinions of all types of people visting beaches in Orange County.

20. Have you participated in any beach cleanups within the last three years? Please check ☒ one box.

☐ No ☐ Yes

21. How many adults and children live in your household?

_____ Adults (18 and older) _____ Children (under 18)

22. What is your gender? Please check ☒ one box.

☐ Male ☐ Female

23. What is your age?

_____ Years

24. Are you of Hispanic, Latino, or Spanish origin? Please check ☒ one box.

☐ No ☐ Yes

25. What is your race? Select all that apply.

- ☐ American Indian or Alaskan Native
- ☐ Asian
- ☐ Black or African American
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White
- ☐ Other (please specify) _____

26. What is the highest degree or level of school you have completed? Please check ☒ one box.

- ☐ Less than high school graduate
- ☐ High school graduate (includes GED)
- ☐ Some college or Associate's degree
- ☐ Bachelor's degree
- ☐ Graduate or professional degree, beyond a bachelor's degree

27. Which of the following income categories best describes your household income last year, before taxes? Please check ☒ one box.

- ☐ Less than $15,000
- ☐ $15,000 to $24,999
- ☐ $25,000 to $34,999
- ☐ $35,000 to $49,999
- ☐ $50,000 to $74,999
- ☐ $75,000 to $99,999
- ☐ $100,000 to $149,999
- ☐ Greater than $150,000

Thank you for participating!

Please return your survey in the enclosed, self-addressed, stamped envelope.

C. Take any action to acquire from or to facilitate the acquisition or attempted acquisition from a Denied Person of any item subject to the EAR that has been exported from the United States;

D. Obtain from a Denied Person in the United States any item subject to the EAR with knowledge or reason to know that the item will be, or is intended to be, exported from the United States; or

E. Engage in any transaction to service any item subject to the EAR that has been or will be exported from the United States and which is owned, possessed or controlled by a Denied Person, or service any item, of whatever origin, that is owned, possessed or controlled by a Denied Person if such service involves the use of any item subject to the EAR that has been or will be exported from the United States. For purposes of this paragraph, servicing means installation, maintenance, repair, modification or testing.

Third, that, after notice and opportunity for comment as provided in section 766.23 of the EAR, any other person, firm, corporation, or business organization related to a Denied Person by affiliation, ownership, control, or position of responsibility in the conduct of trade or related services may also be made subject to the provisions of this Order.

In accordance with the provisions of Section 766.24(e) of the EAR, X–TREME Motors LLC and/or XTREME Outdoor Store may, at any time, appeal this Order by filing a full written statement in support of the appeal with the Office of the Administrative Law Judge, U.S. Coast Guard ALJ Docketing Center, 40 South Gay Street, Baltimore, Maryland 21202–4022. In accordance with the provisions of Sections 766.23(c)(2) and 766.24(e)(3) of the EAR, Tyson Preece, Corey Justin Preece and/or Toby Green may, at any time, appeal their inclusion as a related person by filing a full written statement in support of the appeal with the Office of the Administrative Law Judge, U.S. Coast Guard ALJ Docketing Center, 40 South Gay Street, Baltimore, Maryland 21202–4022.

In accordance with the provisions of Section 766.24(d) of the EAR, BIS may seek renewal of this Order by filing a written request not later than 20 days before the expiration date. The Respondents may oppose such a request to renew this Order by filing a written submission with the Assistant Secretary for Export Enforcement, which must be received not later than seven days before the expiration date of the Order.

A copy of this Order shall be served on the Respondents and shall be published in the **Federal Register**.

This Order is effective immediately and shall remain in effect for 180 days.

Dated: March 27, 2015.

David W. Mills,

Assistant Secretary of Commerce for Export Enforcement.

[FR Doc. 2015–07569 Filed 4–1–15; 8:45 am]

BILLING CODE CODE P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

Proposed Information Collection; Comment Request; NOAA Marine Debris Program Performance Progress Report

AGENCY: National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice.

SUMMARY: The Department of Commerce, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995.

DATES: Written comments must be submitted on or before June 1, 2015.

ADDRESSES: Direct all written comments to Jennifer Jessup, Departmental Paperwork Clearance Officer, Department of Commerce, Room 6616, 14th and Constitution Avenue NW., Washington, DC 20230 (or via the Internet at *JJessup@doc.gov*).

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the information collection instrument and instructions should be directed to Tom Barry at (301) 713–4248 x161 or *tom.barry@noaa.gov.*

SUPPLEMENTARY INFORMATION:

I. Abstract

This request is for a new information collection.

The NOAA Marine Debris Program (MDP) supports national and international efforts to research, prevent, and reduce the impacts of marine debris. The MDP is a centralized office within NOAA that coordinates and supports activities, both within the bureau and with other federal agencies, that address marine debris and its impacts. In addition to inter-agency coordination, the MDP uses partnerships with state and local agencies, tribes, non-governmental organizations, academia, and industry to investigate and solve the problems that stem from marine debris through research, prevention, and reduction activities, in order to protect and conserve our nation's marine environment and ensure navigation safety.

The Marine Debris Research, Prevention, and Reduction Act (33 U.S.C. 1951 *et seq.*) as amended by the Marine Debris Act Amendments of 2012 (Pub. L. 112–213, Title VI, Sec. 603, 126 Stat. 1576, December 20, 2012) outlines three central program components for the MDP to undertake: (1) Mapping, identification, impact assessment, removal, and prevention; (2) reducing and preventing fishing gear loss; and (3) outreach to stakeholders and the general public. To address these components, the Marine Debris Act authorized the MDP to establish several competitive grant programs on marine debris research, prevention and removal that provide federal funding to non-federal applicants throughout the coastal United States and territories.

The terms and conditions of the financial assistance awarded through these grant programs require regular progress reporting and communication of project accomplishments to MDP. Progress reports contain information related to, among other things, the overall short and long-term goals of the project, project methods and monitoring techniques, actual accomplishments (such as tons of debris removed from an ecosystem, numbers of volunteers participating in a cleanup project, etc.), status of approved activities, challenges or potential roadblocks to future progress, and lessons learned. This information collection enables MDP to monitor and evaluate the activities supported by federal funds to ensure accountability to the public and to ensure that funds are used consistent with the purpose for which they were appropriated. It also ensures that reported information is standardized in such a way that allows for it to be meaningfully synthesized across a diverse set of projects and project types. MDP uses the information collected in a variety of ways to communicate with federal and non-federal partners and stakeholders on individual project and general program accomplishments.

The MDP operates within the Office of Response and Restoration as part of NOAA's National Ocean Service.

II. Method of Collection

Respondents to this collection may choose to submit electronically or in paper format.

III. Data

OMB Control Number: 0648–xxxx.

Form Number(s): None.

Type of Review: Regular submission (new information collection).

Affected Public: Business or other for-profit organizations, not-for-profit institutions, state, local or tribal government.

Estimated Number of Respondents: 70.

Estimated Time per Response: 10 hours (semi-annually).

Estimated Total Annual Burden Hours: 1,400.

Estimated Total Annual Cost to Public: $0 in recordkeeping/reporting costs.

IV. Request for Comments

Comments are invited on: (a) Whether the proposed 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 estimate of the burden (including hours and cost) of the proposed collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology.

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection; they also will become a matter of public record.

Dated: March 30, 2015.

Sarah Brabson,

NOAA PRA Clearance Officer.

[FR Doc. 2015–07547 Filed 4–1–15; 8:45 am]

BILLING CODE CODE 3510–JE–P

DEPARTMENT OF DEFENSE

Office of the Secretary

Africa Partnership Forum (APF) Day; Notice of Meeting

AGENCY: United States Africa Command (USAFRICOM), DoD.

ACTION: Notice of meeting.

SUMMARY: The Headquarters, United States Africa Command (USAFRTCOM), plans to host an Africa Partnership Forum (APF) Day, June 8–12, 2015. For planning purposes, AFRICOM is gathering information on potential number or ''head count'' of business or commercial entities that may be interested in participating in the Africa Partnership Forum Day.

DATES: June 8–12, 2015.

ADDRESSES: Stage Palladium Theater, Plieninger Str. 102 70567 Stuttgart, Germany.

FOR FURTHER INFORMATION CONTACT: Interested parties may send their intent to participate to the following email addresses: (1) AFRICOM Stuttgart ACJ95 Mailbox, *africom.stuttgart.acj95.mbx.ppp-branch@mail.mil;* (2) *http://www.ncsi.com/africom/2015/index.php.* Please include your company name, point of contact information, the number of potential attendees, and indicate whether U.S. or non-U.S. business entity. State in the subject line: ''USAFRICOM Africa Partnership Forum (APF): June 8–12, 2015.''

Please respond to this notice no later than close-of-business on April 10, 2015. The three-day, USAFRICOM APF 8–12 will be held in Stuttgart, Germany. Specific detail s of the event, including a detailed schedule will be published at a later date.

SUPPLEMENTARY INFORMATION:

Monday, June 8, from 2 p.m. to 5 p.m., will focus on arrivals, registration, networking, and a 'No-Host' social.

Tuesday, June 9, from 8 a.m. to 5 p.m. and Wednesday, June 10, from 8 a.m. to 4 p.m., will consist of focused topic plenary presentations and facilitate discussions to obtain greater mutual situational understanding; develop new concepts, approaches, insights, and innovative solutions; and to capture opportunities for shared cooperative engagements.

Thursday, June 11, from 8 a.m. to 2 p.m., will focus on vendors' expositions showcasing/demonstrating available products and capabilities and networking to foster greater relationships with commercial industry, NGOs, academia, corporate social foundations, international/private and other organizational entities.

Friday, June 12 will focus on departure of attendees and compiling of comments and contributions of participants.

Dated: March 30, 2015.

Aaron Siegel,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 2015–07575 Filed 4–1–15; 8:45 am]

BILLING CODE CODE 5001–06–P

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Notice of Intent To Prepare an Environmental Impact Statement for the East Rockaway Inlet to Rockaway Inlet and Jamaica Bay Reformulation Study

AGENCY: U.S. Army Corps of Engineers, DOD.

ACTION: Notice of intent.

SUMMARY: In compliance with the National Environmental Policy Act (NEPA), the U.S. Army Corps of Engineers, New York District (Corps) with (New York State Department of Environmental Conservation as local sponsor) is preparing an Environmental Impact Statement (EIS) in accordance with Council on Environmental Quality's NEPA regulations; Corps' principles and guidelines as defined in Engineering Regulations (ER) 1105–2–100, Planning Guidance Notebook, and ER 200–2–2, Procedures for Implementing NEPA; and other applicable Federal and State environmental laws for the proposed Atlantic Coast of New York, East Rockaway Inlet to Rockaway Inlet and Jamaica Bay Coastal Storm Risk Management Feasibility Study. The study is re-assessing the feasibility of coastal storm risk management alternatives to be implemented within the congressionally authorized project area. This overall study area includes the entire Rockaway peninsula as well as the back-bay communities surrounding Jamaica Bay. During Hurricane Sandy, both Rockaway and Jamaica Bay communities were severely affected with large areas subjected to erosion, storm surge, and wave damage along the Atlantic Ocean shoreline and flooding of communities within and surrounding Jamaica Bay. Along the Rockaways, the Atlantic Ocean surge and waves exceeded the island height, resulting in flow of water across the peninsula, and contributing to the flooding along the shoreline of the interior of Jamaica Bay. Hurricane Sandy illustrated the need to re-evaluate the entire peninsula and back-bay area as a system, when considering risk-management measures. Acknowledging the amount of analyses required to comprehensively reevaluate the study area considering the influence of the Atlantic Ocean shorefront conditions on the back-bay system, a single Hurricane Sandy General Reevaluation Report and EIS (GRR/EIS) will be prepared. The Corps will use a tiered process to