

National Defense Authorization Act, Public Law 113–66 (the NDAA), I hereby delegate to the Assistant Secretary of State for International Security and Nonproliferation, to the extent authorized by law, the authority under Section 1204 of the NDAA to provide concurrence on proposed assistance by the Department of Defense pursuant to that Section.

Any act, executive order, regulation or procedure subject to, or affected by, this delegation shall be deemed to be such act, executive order, regulation or procedure as amended from time to time.

Notwithstanding this delegation of authority, the Secretary, the Deputy Secretary, or the Deputy Secretary for Management and Resources may at any time exercise any authority or function delegated by this delegation of authority.

This delegation of authority shall be published in the **Federal Register**.

Dated: April 4, 2014.

John F. Kerry,
Secretary of State.

[FR Doc. 2014–10009 Filed 4–30–14; 8:45 am]

BILLING CODE 4710–27–P

DEPARTMENT OF STATE

[Public Notice: 8711]

Notice of Receipt of an Application by Otay Water District for Issuance of a Presidential Permit Authorizing the Construction, Connection, Operation, and Maintenance of a Cross-Border Pipeline Facility for the Importation of Desalinated Water on the Border of the United States and Mexico

AGENCY: Department of State.

ACTION: Notice of Receipt of an Application by Otay Water District for Issuance of a Presidential Permit Authorizing the Construction, Connection, Operation, and Maintenance of a Cross-border Pipeline Facility for the Importation of Desalinated Water on the Border of the United States and Mexico.

SUMMARY: Notice is hereby given that on November 25, 2013, the Department of State (DOS) received notice from the Otay Water District (“Otay Water”) that it seeks a Presidential Permit authorizing the construction, connection, operation, and maintenance of a cross-border pipeline facility for the importation of desalinated seawater on the border of the United States and Mexico in San Diego County, California. The Department will be working with Otay Water to conduct environmental

analyses consistent with the National Environmental Policy Act (“NEPA”) and the California Environmental Quality Act (“CEQA”) for the Otay Mesa Conveyance System Project that would convey desalinated seawater from the new border crossing approximately four miles northeast to Otay Water’s Roll Reservoir in San Diego County (“the Project”). The Project would provide a new water supply source from the U.S.-Mexico border to Otay Water’s potable water system and ultimately delivered to end-user customers in the United States which Otay Water contends will reduce the strain and demand on the overall region’s limited water supply.”

Under E.O. 11423, as amended, the Secretary of State is designated and empowered to receive all applications for Presidential Permits for the construction, connection, operation, or maintenance at the borders of the United States of facilities for the exportation or importation of water or sewage to or from a foreign country. The Department of State has the responsibility to determine whether issuance of a new Presidential Permit in light of Otay Water’s application would serve the U.S. national interest.

Otay Water’s application is available at <http://www.state.gov/e/enr/applicant>.

FOR FURTHER INFORMATION CONTACT:

Office of Environmental Quality, Oceans, Environment and Science Bureau (OES/EQT), Department of State, 2201 C St. NW., Ste. 2727, Washington, DC 20520, Attn: Mary Hassell, Tel: 202–736–7428.

Dated: April 24, 2014.

Michael Brennan,
Energy Officer, Office of Europe, Western Hemisphere and Africa, Bureau of Energy Resources, U.S. Department of State.

[FR Doc. 2014–10006 Filed 4–30–14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Information Collection Activities: Submission for the Office of Management and Budget (OMB) Review; Request for Comment

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of the OMB review of information collection and solicitation of public comment.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), this notice announces that the Information

Collection Request (ICR) abstracted below will be submitted to the Office of Management and Budget (OMB) for review. The ICR described the nature of the information collection and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting public comments on the following information collection was published on November 15, 2013 (**Federal Register**/Vol. 78, No. 221/pp. 68902–68903).

DATES: Submit comments to the Office of Management and Budget (OMB) on or before June 2, 2014.

FOR FURTHER INFORMATION CONTACT: Dr. Kathy Sifrit, Contracting Officer’s Technical Representative, Office of Behavioral Safety Research (NTI–132), National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., W46–472, Washington, DC 20590. Dr. Sifrit’s phone number is (202) 366–0868 and her email address is kathy.sifrit@dot.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2127—New.
Title: Physical Fitness and Driving Performance.

Form No.: NHTSA Form 1227.

Type of Review: Regular.

Respondents: Drivers age 70 and older who have responded to a solicitation for participation in a study of aging, physical fitness, and driving safety and have initiated a phone call expressing their interest in study participation.

Estimated Number of Respondents: An estimated that 270 respondents who contact researchers in response to descriptive solicitations.

Estimated Time per Response: The estimated time to respond to questions in the telephone conversations is 15 minutes for each conversation with a respondent.

Total Estimated Annual Burden Hours: 67.5 hours.

Frequency of Collection: The questions will be presented a single time.

Abstract: Older adults comprise an increasing proportion of the (driving) population and there is concern about the consequences of declining physical abilities such as strength, flexibility, and range of motion on the safe operation of motor vehicles. Previous research indicates that gains in physical fitness improve a number of abilities important for safe driving. NHTSA needs to learn more about these relationships between fitness and driving performance to support the development of recommendations and educational materials aimed at improving older driver safety. The objective in this project is to assess the effect(s) of

physical activity and physical fitness training on the driving performance of adults 70 and older. The National Highway Traffic Safety Administration (NHTSA) proposes to collect information from licensed older drivers about their driving habits and levels of physical activity in order to determine whether they are eligible to participate in a study of the effects of physical activity on driving performance. Drivers will volunteer for the study by responding to flyers posted at a community center, and/or announcements in newsletters and on community listserves, and/or sign-ups at a weekly farmer's market and other local events. Interested older drivers will contact a designated research team member through a toll-free number. Researchers will ask drivers a brief (<15 minutes) series of questions to determine eligibility to participate in the study, then describe the proposed study to respondents who qualify. Each driver who meets study inclusion criteria will then be asked if he or she wishes to participate. If yes, a project assistant will ask for a description of the car in order to identify it and install a data collection system that will collect driving data necessary for the study. The questions will allow research staff to ensure that prospective participants meet study inclusion criteria, are able and willing to wear fitness monitors to measure physical activity levels, and facilitate installing data collection instruments in each participant's vehicle. Analyses of these fitness/activity level and driving data will provide information about whether people age 70 and older who participate in regular physical activity perform better in a driving evaluation and/or drive more than do healthy, sedentary drivers of a similar age; whether particular physical training activities relate to improved functioning in specific driving tasks; and the extent to which driving performance and/or exposure of sedentary older adults will improve, following participation in physical activity. NHTSA will use the information to inform recommendations to the public regarding how improved physical fitness can result in better driving performance for the purpose of reducing injuries and loss of life on the highway.

ADDRESSES: Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention: Desk Officer for Department of

Transportation, National Highway Traffic Safety Administration, or by email at oir_submission@omb.eop.gov, or fax: 202-395-5806.

Comments Are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department of Transportation, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is most effective if OMB receives it within 30 days of publication of this notice.

Authority: 44 U.S.C. 3506(c)(2)(A).

Issued in Washington, DC, on April 28, 2014.

Jeffrey Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2014-09945 Filed 4-30-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35812]

Central Puget Sound Regional Transit Authority—Acquisition Exemption—Certain Assets of City of Tacoma in Pierce County, Wash.

The Central Puget Sound Regional Transit Authority (Sound Transit), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from the City of Tacoma the physical assets and right-of-way of an approximately one-mile segment of the rail line commonly known as the Mountain Division, approximately located between milepost 1.0, at the BNSF Railway Company mainline near the Port of Tacoma, and milepost 1.99, at East D Street in the City of Tacoma, Pierce County, Wash. (the Tacoma Dome Segment). According to Sound Transit, the City of Tacoma, through its Department of Public Utilities, d/b/a Tacoma Rail, operates rail service over the Tacoma Dome Segment pursuant to an operating agreement with the General Government of the City of Tacoma, another subdivision of the city that owns the real property and physical assets comprising the Tacoma Dome Segment. Sound Transit states that, under the proposed transaction, it

would not acquire any right or obligation to provide freight service on the Tacoma Dome Segment and that Tacoma Rail would retain the exclusive, permanent right to operate freight service on the Tacoma Dome Segment to all existing and new customers, even after Sound Transit acquires the Tacoma Dome Segment.¹

Sound Transit states that it is in the final stage of negotiating a Purchase and Sale Agreement and Joint Use Agreement for the Tacoma Dome Segment with the City of Tacoma. According to Sound Transit, it is acquiring the Tacoma Dome Segment for the purpose of providing wholly intrastate passenger commuter rail operations and would not acquire any freight operating rights. Sound Transit also states that no interchange agreements, and no limitation on any future interchange agreements, are being imposed in connection with the proposed transaction.

Sound Transit certifies that, because it will conduct no freight operations on the line segment being acquired, its revenues from freight operations will not result in the creation of a Class I or Class II carrier.

Sound Transit states that it expects to consummate the proposed transaction on or as soon as practicable after the effective date of the exemption, May 15, 2014 (30 days after the exemption is filed).

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than May 8, 2014 (at least seven days before the exemption becomes effective).

An original and ten copies of all pleadings, referring to Docket No. FD 35812, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Charles A. Spitulnik, Kaplan Kirsch & Rockwell LLP, 1001 Connecticut Avenue NW., Suite 800, Washington, DC 20036.

Board decisions and notices are available on our Web site at www.stb.dot.gov.

Decided: April 28, 2014.

¹ A motion to dismiss the notice of exemption on grounds that the transaction does not require authorization from the Board was concurrently filed with this notice of exemption. The motion to dismiss will be addressed in a subsequent Board decision.