

balance in terms of sectors, demographics, and other factors relevant to the TACA's needs.

### Request for Nominations

The Office of the U.S. Trade Representative is soliciting nominations for membership on the TACA. To be appointed to the TACA, the following eligibility criteria must be met:

1. The applicant must be a U.S. citizen.
2. The applicant must not be a full-time employee of a U.S. governmental entity.
3. If serving in an individual capacity, the applicant must not be a federally-registered lobbyist.
4. The applicant must not be registered with the U.S. Department of Justice under the Foreign Agents Registration Act;
5. The applicant must be able to obtain and maintain a security clearance.
6. For representative members, who will comprise the overwhelming majority of the TACA, the applicant must represent a U.S. organization whose members (or funders) have a demonstrated interest in issues relevant to trade and development in sub-Saharan Africa or that (a) is directly engaged in the import or export of goods or sells its services in sub-Saharan Africa, or (b) is an association of such entities.

For eligibility purposes, a "U.S. organization" is an organization, established under the laws of the United States, that is controlled by U.S. citizens, by another U.S. organization (or organizations), or by a U.S. entity (or entities), as determined based on its board of directors (or comparable governing body), membership, and funding sources, as applicable. To qualify as a U.S. organization, more than 50 percent of the board of directors (or comparable governing body) and more than 50 percent of the membership of the organization to be represented must be U.S. citizens, U.S. organizations, or U.S. entities. Additionally, at least 50 percent of the organization's annual revenue must be attributable to nongovernmental U.S. sources.

7. For members who will serve in an individual capacity, the applicant must possess subject matter expertise regarding international trade and development issues relevant to sub-Saharan Africa.

To be considered for TACA membership, interested persons should submit the following to Julia Friedman at [iape@ustr.eop.gov](mailto:iape@ustr.eop.gov):

1. Applicant's name, title, affiliation, and contact information.

2. If applicable, a sponsor letter on the U.S. organization's letterhead that contains a brief description of the manner in which international trade affects the U.S. organization and why the applicant should be considered for membership.

3. Applicant's personal resume.

4. An affirmative statement that the applicant and, if applicable, the U.S. organization the applicant represents meet all eligibility requirements.

Applicants who meet the eligibility criteria will be considered for membership based on the following factors: Ability to represent the sponsoring U.S. entity's or U.S. organization's and its subsector's interests on trade and development matters; knowledge of and experience in trade and development matters relevant to the work of the TACA; and ensuring that the TACA is balanced in terms of points of view, demographics, geography, and entity or organization size.

Dated: August 29, 2014.

#### Jewel James,

*Assistant U.S. Trade Representative,  
Intergovernmental Affairs and Public  
Engagement.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Environmental Impact Statement for Dallas-Fort Worth Core Express Service

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of Intent to prepare an environmental impact statement (EIS).

**SUMMARY:** The Federal Railroad Administration (FRA) is issuing this notice to advise the public that FRA and the Texas Department of Transportation (TxDOT) intend to prepare an environmental impact statement (EIS) pursuant to the National Environmental Policy Act of 1969 (NEPA) for the impacts of constructing and operating enhanced intercity passenger rail services between Dallas and Fort Worth (Proposed Action). The EIS will evaluate route and operational alternatives for intercity passenger rail in the corridor that currently is only served by Amtrak's long distance *Texas Eagle* service.

**DATES:** FRA invites the public, governmental agencies, and all other

interested parties to comment on the scope of the EIS. All such comments should be provided in writing, within ninety (90) days of the publication of this notice, at the address listed below. Comments may also be provided orally or in writing at the scoping meetings. Scoping meeting dates, times and locations, in addition to related information about the EIS for the Dallas-Fort Worth Core Express service can be found online at <http://www.fra.dot.gov/Page/P0214>.

**ADDRESSES:** Written comments on the scope of the EIS may be mailed or emailed within ninety (90) days of the publication of this notice to Michael Johnsen, Lead Environmental Protection Specialist, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590 or [Michael.johnsen@dot.gov](mailto:Michael.johnsen@dot.gov).

**FOR FURTHER INFORMATION CONTACT:** Michael Johnsen, Lead Environmental Protection Specialist, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590 or [Michael.johnsen@dot.gov](mailto:Michael.johnsen@dot.gov), or Melissa Neeley, Rail Projects Manager, Environmental Affairs Division of the Texas Department of Transportation, 118 E. Riverside Drive, Austin, Texas 78704. Telephone (512) 416-3014, email: [Melissa.neeley@txdot.gov](mailto:Melissa.neeley@txdot.gov).

**SUPPLEMENTARY INFORMATION:** The EIS will be prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and the Council on Environmental Quality (CEQ) regulations for implementing NEPA and the FRA's Procedures for Considering Environmental Impacts as set forth in 64 FR 28545, dated May 26, 1999 (Environmental Procedures). The EIS will also address Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303), Executive Order 12898 and USDOT Order 5610.2(a) on Environmental Justice and other applicable Federal and state laws and regulations. The EIS will address environmental issues of concern and will include:

- Describing the purpose and need for the Proposed Action.
- Describing the environment likely to be affected by the Proposed Action.
- Identifying the reasonable alternatives that satisfy the purpose and need for the Proposed Action.
- Describing the no-build or no-action alternative to serve as a baseline for comparison.

- Describing the potential environmental impacts associated with the reasonable alternatives and mitigation to address significant impacts.

FRA, in cooperation with TxDOT, will prepare the EIS for the Dallas–Fort Worth Core Express service. The Proposed Action would provide a passenger rail connection between Dallas and Fort Worth by means of an as-yet undetermined rail technology and establish connectivity with other transportation services in Dallas and Fort Worth, including two planned high-speed rail systems: Dallas–Houston (the Central Texas High Speed Rail Project) and Oklahoma City–Dallas–Fort Worth–Austin–San Antonio (the Texas Oklahoma Passenger Rail Service). As a part of the EIS, the impacts of various alternatives and route alignments will be analyzed including shared corridors with other existing linear infrastructure, such as railroads, roads, and utilities. In addition, the EIS will analyze the potential impacts of stations, power facilities and maintenance facilities to support Core Express operations. This EIS will build upon and incorporate the forthcoming findings of the Texas Oklahoma Passenger Rail Service Tier 1 EIS, and its decisions and recommendations for the Fort Worth–Dallas connection. FRA hosts Web sites for the related passenger rail projects in the region, which can be found on FRA's Web site at <http://www.fra.dot.gov/Page/P0715>.

The EIS will describe an analysis of technology-neutral alternatives in the study area and evaluate the specific environmental impacts of reasonable alternatives in sufficient detail to allow FRA to make decisions incorporating environmental concerns consistent with NEPA goals and procedures. The evaluation will be conducted using a combination of Geographic Information System (GIS) data, field investigations, site visits and sampling. The primary environmental resources located within the study area that may be affected are: Residential, commercial, and industrial properties; streams and floodplains; wetlands and wildlife habitat; cultural resources; protected lands; and open space. FRA and TxDOT will develop alternatives that avoid and minimize impacts to these resources. Minimization and mitigation measures will be identified within the EIS where appropriate.

In accordance with NEPA, the FRA and TxDOT invite comments and suggestions regarding the scope of the EIS from all interested parties to ensure that all issues are addressed related to this proposal, all reasonable alternatives

considered, and any significant impacts are identified. Letters describing the project's NEPA process and soliciting comments will be sent to appropriate federal, state, and local agencies, Native American tribes, and private organizations who might have previously expressed or who are known to have an interest in the Proposed Action. Federal agencies with jurisdiction by law or special expertise with respect to potential environmental issues will be requested to act as a Cooperating Agency in accordance with 40 CFR 1501.16.

In coordination with FRA, TxDOT will lead the outreach activities beginning with scoping meetings (dates to be determined). Public involvement initiatives including public meetings, access to a Web site, and outreach will continue throughout the EIS process. Opportunities for public participation will be announced through mailings, notices, advertisements, press releases and a FRA-hosted EIS Web page, accessible at <http://www.fra.dot.gov/Page/P0214>. One or more public hearings will be held after the Draft EIS is released and made available for public and agency review. Public notice will be given for the time and place of public hearings.

Comments or questions concerning the Proposed Action and the scope of the EIS are invited from all interested parties and should be directed to the FRA at the address provided above.

**Authority:** 42 U.S.C. 4321 *et. seq.*

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

**Corey Hill,**

*Director, Office of Program Delivery.*

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**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Innovative Public Transportation Workforce Development Program (Ladders of Opportunity Initiative)

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of funding availability.

**SUMMARY:** The Federal Transit Administration (FTA) announces a Notice of Funding Availability (NOFA) for the Innovative Public Transportation Workforce Development Program Ladders of Opportunity Initiative. FTA will make available approximately \$7.85 million in funds appropriated in Fiscal Year 2013 and Prior Years, in support of this effort. This NOFA solicits proposals

that promote innovative nationally and regionally significant public transportation workforce development models and programs that invest in America's economic growth and help build ladders of opportunity into the middle class for American workers.

**DATES:** Complete proposals are due by 11:59 p.m. EDT on November 4, 2014.

**ADDRESSES:** All proposals must be submitted electronically through the GRANTS.GOV "APPLY" function. All entities intending to apply should initiate the process of registering on the GRANTS.GOV Web site immediately to ensure completion of registration before the submission deadline. Instructions for applying can be found on FTA's Web site at [http://www.fta.dot.gov/grants/13093\\_3561.html](http://www.fta.dot.gov/grants/13093_3561.html) and in the "FIND" module of GRANTS.GOV. Mail and fax submissions will not be accepted.

**FOR FURTHER INFORMATION CONTACT:** For specific information regarding the areas of research targeted within this NOFA, please contact Betty Jackson, Workforce Development Program Manager, Office of Research, Demonstration and Innovation, phone: (202) 366–1730, fax: (202) 366–3765, or email: [betty.jackson@dot.gov](mailto:betty.jackson@dot.gov). A TDD is available at 1–800–877–8339 (TDD/FIRS).

#### SUPPLEMENTARY INFORMATION:

##### I. Discretionary Program Overview

###### A. Authority

Section 5322(b) of Title 49, United States Code authorizes FTA's discretionary Innovative Public Transportation Workforce Development Program, pursuant to which FTA makes grants to transit agencies and other entities to undertake workforce development activities, including those that create employment training programs, increase minority and female employment in transit, conduct research on public transportation and training needs, and provide training and assistance for minority business opportunities. Under this authority, FTA is issuing this funding opportunity for the Innovative Public Transportation Workforce Development, Ladders of Opportunity Initiative. FTA plans to fund nationally or regionally significant public transportation workforce projects that will assist in building ladders of opportunity for American workers to move into the middle class, as well as build the critical skillset needed in the public transportation industry.

###### B. Policy Priorities

Supporting a highly-skilled transit workforce is critical to maintaining a