

Dated: November 18, 2014.

Kelly Keiderling,

Principal Deputy Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2014-28045 Filed 11-26-14; 8:45 am]

BILLING CODE 4710-05-P

DEPARTMENT OF STATE

[Delegation of Authority No. 378]

Delegation of the Authority To Make Determinations Under 22 U.S.C. 2656f(d) From the Secretary of State to the Under Secretary for Management

By virtue of the authority vested in the Secretary of State by the State Department Basic Authorities Act (22 U.S.C. 2651a) and Section 140 of the Foreign Relations Authorization Act, 1988 and 1989 (Pub. L. 100-204), as amended (22 U.S.C. 2656f), I hereby delegate to the Under Secretary of State for Management, to the extent consistent with law, the authority to determine whether an individual's death resulted from terrorism or an act of terrorism, for the purpose of approving the payment of certain death benefits under Sections 413, 415, and 416 of the Foreign Service Act of 1980, as amended (22 U.S.C. 3973, 3975, 3976).

In exercising the authority delegated herein, the Under Secretary will consult with relevant Department of State offices and bureaus before making the determination that a death resulted from terrorism or an act of terrorism.

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

Any act, executive order, regulation or procedure affected by this delegation shall be deemed to be such act, executive order, regulation, or procedure as amended from time to time. The delegation of authority does not revoke, supersede, or otherwise affect any other delegation of authority to the Under Secretary for Management.

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

John F. Kerry

Secretary of State.

[FR Doc. 2014-28044 Filed 11-26-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Intelligent Transportation Systems Program Advisory Committee; Notice of Meeting

AGENCY: ITS Joint Program Office, Office of the Assistant Secretary for Research and Technology, U.S. Department of Transportation.

ACTION: Notice.

The Intelligent Transportation Systems (ITS) Program Advisory Committee (ITSPAC) will hold a teleconference on December 16, 2014, from 3:00 p.m. to 5:00 p.m. (EST).

The ITSPAC, established under Section 5305 of Public Law 109-59, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, August 10, 2005, and re-established under Section 53003 of Public Law 112-141, Moving Ahead for Progress in the 21st Century, July 6, 2012, was created to advise the Secretary of Transportation on all matters relating to the study, development, and implementation of intelligent transportation systems. Through its sponsor, the ITS Joint Program Office (JPO), the ITSPAC makes recommendations to the Secretary regarding ITS Program needs, objectives, plans, approaches, content, and progress.

The following is a summary of the meeting tentative agenda: (1) Call to Order, Welcome, and Roll Call, (2) Meeting Work Plan Review, (3) Discussion of Potential Study Topics, (4) Review Action Items and Next Steps.

The teleconference will be open to the public, but limited conference lines will be available on a first-come, first-served basis. Members of the public who wish to participate in the teleconference must submit a request to: Mr. Stephen Glasscock, the Committee Designated Federal Official, at (202) 366-9126, not later than December 9, 2014. In addition, for planning purposes, your request must also indicate whether you wish to present oral statements during the teleconference.

Questions about the agenda or written comments may be submitted by U.S. Mail to: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, ITS Joint Program Office, Attention: Stephen Glasscock, 1200 New Jersey Avenue SE., HOIT, Washington, DC 20590 or faxed to (202) 493-2027. The ITS JPO requests that written comments be submitted not later than December 9, 2014.

Notice of this teleconference is provided in accordance with the Federal

Advisory Committee Act and the General Services Administration regulations (41 CFR part 102-3) covering management of Federal advisory committees.

Issued in Washington, DC, on the 21st day of November 2014.

John Augustine,

Managing Director, ITS Joint Program Office.

[FR Doc. 2014-28097 Filed 11-26-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

National Highway Traffic Safety Administration

[FHWA Docket no. FHWA-2014-0032]

Retrospective Regulatory Review—State Safety Plan Development and Reporting

AGENCY: Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice; request for comments.

SUMMARY: In accordance with Executive Order 13563, Improving Regulation and Regulatory Review, FHWA and NHTSA are evaluating their State highway safety plan development and reporting requirements. As part of this review, this notice requests comments on actions FHWA and NHTSA could take without statutory changes to better streamline and harmonize State highway safety plan development and reporting requirements.

DATES: Comments must be received on or before December 29, 2014.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, or fax comments to (202) 493-2251. Alternatively, comments may be submitted to the Federal eRulemaking portal at <http://www.regulations.gov>. All comments must include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or you may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search

the electronic form of all comments in any one of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, or labor union). Anyone may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Pages 19477–78), or you may visit <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions about the program discussed herein, contact Melonie Barrington, FHWA Office of Safety, (202) 366–8029, or via email at Melonie.Barrington@dot.gov; or Barbara Sauers, NHTSA Office of Regional Operations and Program Delivery, (202) 366–0144, or via email at Barbara.Sauers@dot.gov. For legal questions, please contact William Winne, Attorney-Advisor, FHWA Office of the Chief Counsel, (202) 366–1397, or via email at William.winne@dot.gov; or Jin H. Kim, Attorney-Advisor, NHTSA Office of the Chief Counsel, (202) 366–1834, or via email at Jin.Kim@dot.gov. Business hours for the DOT are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

You may submit or retrieve comments online through the Federal eRulemaking portal at: www.regulations.gov. The Web site is available 24 hours each day, 365 days each year. Electronic submission and retrieval help and guidelines are available under the help section of the Web site.

An electronic copy of this document may also be downloaded from Office of the Federal Register's Web site at: http://www.archives.gov/federal_register and the Government Printing Office's Web site at: <http://www.gpoaccess.gov>.

Background

On January 18, 2011, President Obama issued Executive Order 13563, which outlined a plan to improve regulation and regulatory review (76 FR 3821). Executive Order 13563 reaffirms and builds upon governing principles of contemporary regulatory review, including Executive Order 12866, Regulatory Planning and Review (58 FR 51735), by requiring Federal agencies to design cost-effective, evidence-based regulations that are compatible with economic growth, job creation, and competitiveness. The President's plan recognizes that these principles should not only guide the Federal government's approach to new regulations, but to existing ones as well. To that end,

Executive Order 13563 requires agencies to retrospectively review existing significant rules to determine if they are outmoded, ineffective, insufficient, or excessively burdensome. Accordingly, FHWA and NHTSA are soliciting public comment on their State highway safety plan development and reporting requirements.

The FHWA's Highway Safety Improvement Program (HSIP) and NHTSA's State Highway Safety Grant Programs share a common goal—to save lives on our Nation's roadways—and have related performance goals and measures. These programs have complementary but distinctly different focus areas and administrative and operational procedures and requirements. The HSIP primarily addresses infrastructure-related projects and strategies. The NHTSA's Highway Safety Grant Programs focus on driver behavior projects and strategies. Both programs contribute to the goals and objectives of the Strategic Highway Safety Plan (SHSP), but they do so in different ways based on different statutory authority. One notable particular is that the statute governing the NHTSA grant program requires State highway safety activities to be under the direct auspices of the Governor, giving rise to unique issues, considerations, and responsibilities under that program.

The HSIP projects and State Highway Safety Plan (HSP) must be coordinated with the SHSP. The SHSP is a high level document that uses comprehensive, statewide data to establish safety goals and objectives, and emphasis areas. It is a multiyear strategic planning document, not an annual implementation plan of projects and strategies. It identifies the emphasis areas the State intends to pursue to reduce fatalities and serious injuries, but not the specific projects or strategies, timing, or funding.

The funding for individual project and strategy implementation is contained in the Statewide Transportation Improvement Program for the HSIP and the annual HSP for NHTSA's Highway Safety Grant Programs. Following the implementation period, the State then reports on progress to implement the projects and strategies and the extent to which they contribute to achieving the State's safety goals and targets.

The HSIP and NHTSA's Highway Safety Grant Programs were updated by the Moving Ahead for Progress in the 21st Century Act (MAP–21) (Pub. L. 112–141)¹ and are the subject of several

¹ MAP–21 has been extended to May 31, 2015. A new surface transportation authorization may

rulemakings.² Members of the public are encouraged to review those rulemakings and submit comments to the docket associated with each rulemaking.

Purpose of This Notice

The FHWA recently published two NPRMs related to HSIP and NHTSA issued an interim final rule related to the Highway Safety Grant Programs in 2013. The Agencies are reviewing these programs from a Retrospective Regulatory Review perspective to explore ways to more proactively coordinate their highway safety programs. We are seeking input on actions FHWA and NHTSA could take to address potentially duplicative State highway safety planning and reporting requirements in order to streamline and harmonize these programs, to the extent possible in view of the separate statutory authority and focus of the two programs.

The FHWA and NHTSA are seeking comments from all interested parties to help evaluate potential future courses of action.

Questions

1. How do State offices currently collect and report data to FHWA and NHTSA? Are any elements of these information collections or reports duplicative? If yes, what are those duplicative requirements and are there ways to streamline them?

2. Are there changes FHWA and NHTSA should make to the HSIP and the HSP reporting processes to reduce burdens from duplicative reporting requirements, improve safety outcomes, and promote greater coordination among State agencies responsible for highway safety, consistent with the underlying statutory authority of these two grant programs?

3. Would States prefer to combine plans and reports for the HSIP and HSP into a single report for FHWA and NHTSA? Would States find a single report useful for these complementary but distinctly different programs?

4. Are there any State legal or organizational barriers to combining plans and reports for the HSIP and HSP to FHWA and NHTSA? To what extent does the location of the State recipient

impact these rulemakings, including plan and reporting requirements.

² Highway Safety Improvement Program, Notice of Proposed Rulemaking, 79 FR 17464, March 28, 2014, Docket ID: FHWA–2013–0019; National Performance Management Measures: Highway Safety Improvement Program, Notice of Proposed Rulemaking, 79 FR 13846, March 11, 2014, Docket ID: FHWA–2013–0020; Uniform Procedures for State Highway Safety Grant Programs, Interim Final Rule, 78 FR 4986, January 23, 2013, Docket ID: NHTSA–2013–0001.

of the Federal funds from FHWA and NHTSA, within the State's organizational structure, add to or reduce the burdens of consolidated plan development or reporting?

5. Are there SHSP requirements with higher costs than benefits? If so, what are those requirements and are there ways to improve them or should they be eliminated?

6. Are there changes FHWA should make to the SHSP guidance to promote coordination among State agencies responsible for highway safety?

Dated: November 6, 2014.

Gregory G. Nadeau,

Acting Administrator, Federal Highway Administration.

David J. Friedman,

Deputy Administrator, National Highway Traffic Safety Administration.

[FR Doc. 2014-27271 Filed 11-26-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2014-0406]

Commercial Driver's License Standards: Application for Exemption; C.R. England, Inc.

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of application for exemption; request for comments.

SUMMARY: FMCSA announces that C.R. England, Inc. (C.R. England) has applied for an exemption from the Federal minimum training conditions in 49 CFR 383.25(a)(1) that require a commercial learner's permit (CLP) holder to always be accompanied by a commercial driver's license (CDL) holder with the proper CDL class and endorsements seated in the front seat of the vehicle while the CLP holder performs behind-the-wheel training on public roads or highways. C.R. England requests an exemption to allow CLP holders who have passed the CDL skills test but not yet received the CDL document to drive a commercial motor vehicle without being accompanied by a CDL holder, provided the driver has documentation of passing the skills test. C.R. England believes that the exemption, if granted, would allow such a driver to operate more freely and in a way that benefits the driver, the carrier, and the economy as a whole.

DATES: Comments must be received on or before December 29, 2014.

ADDRESSES: You may submit comments identified by Federal Docket Management System Number FMCSA-2014-0406 by any of the following methods:

- *Federal eRulemaking Portal:* www.regulations.gov. Follow the online instructions for submitting comments.
- *Fax:* 1-202-493-2251.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.
- *Hand Delivery or Courier:* West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m. E.T., Monday through Friday, except Federal holidays.

Instructions: All submissions must include the Agency name and docket number. For detailed instructions on submitting comments and additional information on the exemption process, see the *Public Participation* heading below. Note that all comments received will be posted without change to www.regulations.gov, including any personal information provided. Please see the *Privacy Act* heading below.

Docket: For access to the docket to read background documents or comments received, go to www.regulations.gov at any time and in the box labeled "SEARCH for" enter FMCSA-2014-0406 and click on the tab labeled "SEARCH."

Privacy Act: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

Public Participation: The Federal eRulemaking Portal is available 24 hours each day, 365 days each year. You can get electronic submission and retrieval help and guidelines under the "help" section of the Federal eRulemaking Portal Web site. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard, or print the acknowledgement page that appears after submitting comments online.

FOR FURTHER INFORMATION CONTACT: Mrs. Pearlie Robinson, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; Telephone: 202-366-4325. Email: MCPSD@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

FMCSA has authority under 49 U.S.C. 31136(e) and 31315 to grant exemptions from the Federal Motor Carrier Safety Regulations. FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including any safety analyses that have been conducted. The Agency must also provide an opportunity for public comment on the request.

The Agency reviews the safety analyses and the public comments, and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved by the current regulation (49 CFR 381.305). The decision of the Agency must be published in the **Federal Register** (49 CFR 381.315(b)) with the reason for the grant or denial, and, if granted, the specific person or class of persons receiving the exemption, and the regulatory provision or provisions from which exemption is granted. The notice must also specify the effective period of the exemption (up to 2 years), and explain the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

Request for Exemption

C.R. England is a carrier that transports temperature-sensitive freight. It provides CDL training for its drivers in partnership with Premier Truck Driving Schools in five locations (Burns Harbor, IN; Dallas, TX; Fontana, CA; Richmond, IN; and Salt Lake City, UT). C.R. England seeks an exemption from 49 CFR 383.25(a)(1) that would allow CLP holders who have successfully passed a CDL skills test and are thus eligible to receive a CDL to drive a truck without a CDL holder being present. This would allow a CLP holder to participate in a revenue-producing trip back to his or her State of domicile to obtain the CDL document, as the CDL can only be issued by the State of domicile in accordance with Part 383.

C.R. England advises that FMCSA is aware of the trucking industry's need for qualified and well-trained drivers to meet increasing shipping demands. C.R. England believes that 49 CFR 383.25(a)(1) limits its ability to effectively and efficiently recruit, train, and employ new entrants to the industry. Prior to the implementation of section 385.25(a)(1), States routinely issued temporary CDLs to drivers who passed the CDL skills test. The temporary CDL allowed C.R. England