

**DEPARTMENT OF STATE**

[Public Notice: 9112]

**In the Matter of the Designation of Christodoulos Xiros as a Specially Designated Global Terrorist Pursuant to Section 1(b) of Executive Order 13224, as Amended**

Acting under the authority of and in accordance with section 1(b) of E.O. 13224 of September 23, 2001, as amended by E.O. 13268 of July 2, 2002, and E.O. 13284 of January 23, 2003, I hereby determine that the individual known as Christodoulos Xiros committed, or poses a significant risk of committing, acts of terrorism that threaten the security of U.S. nationals or the national security, foreign policy, or economy of the United States.

Consistent with the determination in section 10 of E.O. 13224 that “prior notice to persons determined to be subject to the Order who might have a constitutional presence in the United States would render ineffectual the blocking and other measures authorized in the Order because of the ability to transfer funds instantaneously,” I determine that no prior notice needs to be provided to any person subject to this determination who might have a constitutional presence in the United States, because to do so would render ineffectual the measures authorized in the Order.

This notice shall be published in the **Federal Register**.

Dated: April 20, 2015.

**John F. Kerry**,  
Secretary of State.

[FR Doc. 2015-09926 Filed 4-27-15; 8:45 am]

**BILLING CODE 4710-10-P**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration**

[Docket No. FHWA-2015-0006]

**Agency Information Collection Activities: Request for the Update of an Information Collection (Revision)**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** FHWA invites public comments about our intention to request the Office of Management and Budget’s (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We published a **Federal Register** Notice with a 60-day public comment period

on this information collection on August 28, 2014. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by May 28, 2015.

**ADDRESSES:** You may send comments within 30 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention DOT Desk Officer. You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA’s performance; (2) the accuracy of the estimated burden; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. All comments should include the Docket number FHWA-2015-0006.

**FOR FURTHER INFORMATION CONTACT:** Rosemary Jones, 202-366-2042, Office of Real Estate Services, Federal Highway Administration, Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

**Title:** State Right-of-Way Operations Manuals.

**Background:** It is the responsibility of each State Department of Transportation (State) to acquire, manage and dispose of real property in compliance with the legal requirements of State and Federal laws and regulations. Part of providing assurance of compliance is to describe in a right-of-way procedural (operations) manual the organization, policies and procedures of the State to such an extent that these guide State employees, local acquiring agencies, and contractors who acquire and manage real property that is used for a federally funded transportation project. Procedural manuals assure the FHWA that the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) will be met. The State responsibility to prepare and maintain an up-to-date right-of-way procedural manual is set out in 23 CFR 710.201(c). Due to the amending of 23 CFR 710 regulations, a lengthy and in-depth update of each manual will be required. The revisions are prompted by enactment of the *Moving Ahead for Progress in the 21st Century Act* (MAP-21). The regulation allows States flexibility in determining

how to meet the manual requirement. This flexibility allows States to prepare manuals in the format of their choosing, to the level of detail necessitated by State complexities. Each State decides how it will provide service to individuals and businesses affected by Federal or federally-assisted projects, while at the same time reducing the burden of government regulation. States are required to update manuals to reflect changes in Federal requirements for programs administered under title 23 U.S.C. The State manuals may be submitted to FHWA electronically or made available by posting on the State Web site.

**Respondents:** 52 State Departments of Transportation, including the District of Columbia and Puerto Rico.

**Frequency:** A one-time collection due to regulatory revisions. Then States update their manuals on an annually basis and certify every 5 years.

FHWA estimates that the State DOTs will use 11,700 hours for completing, revising, updating, and reviewing the manuals. Approximately 52 State entities will update manuals at 225 hours each. Preparing the updates for 52 manuals  $\times$  225 hours = 11,700 burden hours.

FHWA estimates that there are two additional DOT modes that have 50 of their large grantees that have Right-of-Way manuals that will need to be updated. It is estimated that both modes together will use a total of 22,500 hours for completing, revising, updating, and reviewing the manuals. Approximately 50 grantees  $\times$  2 modes = 100 grantees will update manuals at 225 hours each. 100 manuals  $\times$  225 hours = 22,500 burden hours.

FHWA estimates that there are 12 additional federal agencies that will need their grantees to revise their guidance. These agencies have a disparate level of activity and program sizes ranging from large to very small. It is estimated that these grantees will use a total of 2,700 hours for completing, revising, updating, and reviewing their guidance. Approximately 12 grantees will update guidance at 225 hours each. 12 manuals  $\times$  225 hours = 2,700 burden hours.

It is estimated a total of 36,900 burden hours will be required for completing, revising, updating, and reviewing manuals/guidance on a one-time basis.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Issued On: April 23, 2015.

**Michael Howell,**

*Information Collection Officer.*

[FR Doc. 2015-09854 Filed 4-27-15; 8:45 am]

BILLING CODE P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2015-0007]

#### Agency Information Collection

#### Activities: Request for Comments for Periodic Information Collection

**SUMMARY:** The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) for approval of a new information collection. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on February 19, 2015. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by May 28, 2015.

**ADDRESSES:** You may send comments within 30 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention DOT Desk Officer. You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. All comments should include the Docket number FHWA-2015-0007.

**FOR FURTHER INFORMATION CONTACT:** Adella Santos, 202-366-5021, NHTS Program Manager, Federal Highway Administration, Office of Policy, 1200 New Jersey Avenue SE., Room E83-426, Washington, DC 20590, Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* 2015 National Household Travel Survey (NHTS).

*Type of Request:* New request for periodic information collection requirement.

*Background:* Title 23, United States Code, section 502 authorizes the USDOT to carry out advanced research and transportation research to measure the performance of the surface

transportation systems in the US, including the efficiency, energy use, air quality, congestion, and safety of the highway and intermodal transportation systems. The USDOT is charged with the overall responsibility to obtain current information on national patterns of travel, which establishes a data base to better understand travel behavior, evaluate the use of transportation facilities, and gauge the impact of the USDOT's policies and programs.

The NHTS is the USDOT's authoritative nationally representative data source for daily passenger travel. This inventory of travel behavior reflects travel mode (*e.g.*, private vehicles, public transportation, walk and bike) and trip purpose (*e.g.*, travel to work, school, recreation, personal/family trips) by U.S. household residents. Survey results are used by federal and state agencies to monitor the performance and adequacy of current facilities and infrastructure, and to plan for future needs.

The collection and analysis of national transportation data has been of critical importance for nearly half a century. Previous surveys were conducted in 1969, 1977, 1983, 1990, 1995, 2001, and 2009. The current survey will be the eighth in this series, and allow researchers, planners, and officials at the state and federal levels to monitor travel trends.

Data from the NHTS are widely used to support research needs within the USDOT, and State and local agencies, in addition to responding to queries from Congress, the research community and the media on important issues. Current and recent topics of interest include:

- Travel to work patterns by transportation mode for infrastructure improvements and congestion reduction,
- Access to public transit, paratransit, and rail services by various demographic groups,
- Measures of travel by mode to establish exposure rates for risk analyses,
- Support for Federal, State, and local planning activities and policy evaluation,
- Active transportation by walk and bike to establish the relationship to public health issues,
- Vehicle usage for energy consumption analysis,
- Traffic behavior of specific demographic group such as Millennials and the aging population.

Within the USDOT, the Federal Highway Administration (FHWA) holds responsibility for technical and funding coordination. The National Highway Traffic Safety Administration (NHTSA),

Federal Transit Administration (FTA), and the Bureau of Transportation Statistics (BTS) are also primary data users, and have historically participated in project planning and financial support.

#### Proposed Data Acquisition Methodology

NHTS data are collected from a stratified random sample of households that represent a broad range of geographic and demographic characteristics. Letters and a brief household survey are sent to selected households requesting some basic demographic and contact information and inviting them to participate in the survey. The recruitment surveys are returned in business reply envelopes to the survey contractor.

Participating households are subsequently sent a package containing travel logs for each member of the household age 5 and older. The household is assigned to record their travel on a specific day, and asked to note every trip taken during a 24 hour period. Based upon their preferences, the travel information is then reported either through the use of a survey Web site, or through a telephone interview.

Reminders are sent periodically to households who do not respond within the expected timeframe. Monetary incentives are included in each recruitment package, and are provided in increasing amounts for all households that complete the survey.

The survey will collect data during an entire 12 month period so that all 365 days of the year including weekends and holidays are accounted for. A total of 26,000 households will comprise the national sample for the 2015 survey. As described below, changes in the establishment of the sampling frame, the promotion of participation, and in data retrieval techniques are planned, as compared to previous surveys, to improve statistical precision, enhance response rates, and increase survey efficiency.

*Issues Related to Sampling.* In previous years, the household sample was identified using random digit dialing techniques. Today, only 59 percent<sup>1</sup> have a landline telephone in the home (down from 75% during the 2009 NHTS) while over 80 percent of U.S. households have access to the

<sup>1</sup> Blumberg, S.J., and Luke, J.V. (2014). *Wireless substitution: Early release of estimates from the National Health Interview Survey, July-December 2013*. National Center for Health Statistics. Available from <http://www.cdc.gov/nchs/nhis.htm>.