

employed within the last 90 days in a military position requiring operation of a CMV. Virginia DMV proposed that it be allowed to extend the 90-day timeline to one year following the driver's separation from military service. A copy of the application for exemption is available for review in the docket for this notice. A notice of the application was published on April 7, 2014 (79 FR 19170).

Virginia DMV has a comprehensive Troops-to-Trucks' program that assists service members in obtaining a Virginia CDL and civilian employment in the motor carrier industry. Feedback from the Troops-to-Trucks' military partners has identified the 90-day limit as an obstacle to service members transitioning to civilian life.

Virginia DMV contends that the 90-day timeframe is too short for many of the qualified veterans to utilize while reentering civilian life.

According to Virginia DMV, since July 2012, 183 service members have utilized the 90-day waiver through the Virginia Troops-to-Trucks' program. It anticipates that an exemption would allow an additional 60 to 100 recent veterans to participate in the program per year. The one-year timeframe is consistent with FMCSA's November 2013 Report to Congress regarding a program to assist veterans to acquire CDLs. The American Trucking Associations has estimated that the motor carrier industry needs about 96,000 new drivers every year. Providing additional flexibility in section 383.77(b)(1) will help to expedite the transition of fully trained military truck drivers to civilian employment.

Virginia DMV believes this goal is in the Nation's best interest. A more accessible waiver period would greatly benefit returning veterans. This is consistent with FMCSA's belief that the skills test waiver serves an important function for military personnel returning to the civilian workforce, as stated in the May 9, 2011, **Federal Register** notice that created the 90-day waiver (76 FR 26853).

In addition, because the issues concerning the Virginia DMV request could be applicable in each of the States, FMCSA requested public comment on whether the exemption, if granted, should cover all State Driver's Licensing Agencies (SDLAs).

Public Comments

Five comments on the application were received. All supported the application. Mr. Patrick Crandall commented, "Our brave veterans deserve all of the support that our

community can provide. Extending the 90-day waiver to qualified veterans is the right call." The Auto Haulers Association of America said, "The proposal by the Commonwealth of Virginia would not adversely affect the safe operation of commercial motor vehicles on the nation's roadways because applicants with a military CDL have been trained and certified to levels of competency which match those required of new applicants." Additionally, the American Association of Motor Vehicle Administrators, American Trucking Associations and New York State DMV all supported Virginia DMV's application for the exemption and extending the exemption to all SDLAs. All comments are available for review in the docket for this notice.

FMCSA Decision

The FMCSA has evaluated Virginia DMV's application on its merits following full consideration of the comments submitted to the docket, and has decided to grant the exemption from 49 CFR 383.77(b)(1) for a period of 2 years. The exemption covers all SDLAs. FMCSA does not believe that the veterans' driving skills would decrease during the additional 9 months in which this exemption allows them to apply for a waiver of the CDL skills test. This exemption only extends the period during which application for the skills test waiver may be made, and does not revise any other provisions of the regulations. FMCSA determined that the exemption would maintain a level of safety equivalent to, or greater than, the level achieved without the exemption (49 CFR 381.305(a)).

Dated: June 30, 2014.

Anne S. Ferro,
Administrator.

[FR Doc. 2014-15957 Filed 7-7-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2006-26367]

Motor Carrier Safety Advisory Committee (MCSAC): Public Meeting of Subcommittee

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

ACTION: Notice of subcommittee.

SUMMARY: FMCSA announces that the Motor Carrier Safety Advisory Committee's subcommittee on the U.S.-Mexico Cross Border Long Haul

Trucking Pilot Program will meet on Monday, July 28, 2014. The meeting is open to the public and there will be a 15-minute public comment period at the end of the day.

DATES: The meeting will be held on Monday, July 28, 2014, from 9 a.m. to 4:30 p.m., Eastern Daylight Time (E.D.T.). The meeting will be held at FMCSA's National Training Center (NTC), 1310 North Courthouse Road, Suite 600, Arlington, VA 22201. The NTC is located near the Courthouse Metro station.

Copies of MCSAC Task Statement 11-3 and an agenda for the meeting will be made available in advance of the meeting at <http://mcsac.fmcsa.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Ms. Shannon L. Watson, Senior Advisor to the Associate Administrator for Policy, Federal Motor Carrier Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 385-2395, mcsac@dot.gov.

Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact Eran Segev at (617) 494-3174, eran.segev@dot.gov, by Monday, July 21, 2014.

SUPPLEMENTARY INFORMATION:

I. Background

MCSAC

Section 4144 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59, 119 Stat. 1144, August 10, 2005) required the Secretary of Transportation to establish the MCSAC. The MCSAC provides advice and recommendations to the FMCSA Administrator on motor carrier safety programs and regulations, and operates in accordance with the Federal Advisory Committee Act (5 U.S.C. App 2).

Long-Haul Cross Border Trucking Pilot Program Task

In 2011, FMCSA directed the MCSAC to form a subcommittee consider Task 11-03, regarding Oversight of the Long-Haul Cross Border Trucking Pilot Program. Known as the Cross Border Subcommittee, FMCSA requested that the MCSAC serve as the monitoring Federal advisory committee for the Pilot Program. Specifically, FMCSA requested that MCSAC:

- Assess the safety record of participating Mexico-domiciled motor carriers;

- Continue to advise FMCSA concerning designated tasks related to the pilot program; and
- Issue a final report addressing whether FMCSA conducted the Pilot Program in a manner consistent with the objectives outlined in its **Federal Register** Notice.

Procedurally, the subcommittee would present its recommendations to the full MCSAC for review and discussion with the final report submitted to the Agency. The subcommittee held its first meeting on March 31, 2011, and has held subsequent meetings since that time.

II. Meeting Participation

Oral comments from the public will be heard during the last fifteen minutes of the meeting. Should all public comments be exhausted prior to the end of the specified period, the comment period will close. Members of the public may submit written comments by Monday, July 21, 2014, to Federal Docket Management System (FDMC) Docket Number FMCSA–2006–26367 using any of the following methods:

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

Issued on: July 1, 2014.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2014–15953 Filed 7–7–14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No FMCSA–2011–0097]

Pilot Program on NAFTA Trucking Provisions

AGENCY: Federal Motor Carrier Safety Administration (FMCSA).

ACTION: Notice.

SUMMARY: FMCSA announces information concerning the Pre-Authorization Safety Audit (PASA) for Trans-Mex Inc., SA de CV (USDOT# 710381) which applied to participate in

the Agency's long-haul pilot program to test and demonstrate the ability of Mexico-domiciled motor carriers to operate safely in the United States beyond the municipalities along the United States-Mexico international border or the commercial zones of such municipalities. This motor carrier did not successfully complete the PASA.

FOR FURTHER INFORMATION CONTACT:

Marcelo Perez, FMCSA, North American Borders Division, 1200 New Jersey Avenue SE., Washington, DC 20590–0001. Telephone (512) 916–5440 Ext. 228; email marcelo.perez@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

On May 25, 2007, the President signed into law the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (the Act), (Pub. L. 110–28, 121 Stat. 112, 183, May 25, 2007). Section 6901 of the Act requires that certain actions be taken by the Department of Transportation (the Department) as a condition of obligating or expending appropriated funds to grant authority to Mexico-domiciled motor carriers to operate beyond the municipalities in the United States on the United States-Mexico international border or the commercial zones of such municipalities (border commercial zones).

On July 8, 2011, FMCSA announced in the **Federal Register** [76 FR 40420] its intent to proceed with the initiation of a U.S.-Mexico cross-border long-haul trucking pilot program to test and demonstrate the ability of Mexico-domiciled motor carriers to operate safely in the United States beyond the border commercial zones as detailed in the Agency's April 13, 2011, **Federal Register** notice [76 FR 20807]. The pilot program is a part of FMCSA's implementation of the North American Free Trade Agreement (NAFTA) cross-border long-haul trucking provisions in compliance with section 6901(b)(2)(B) of the Act. FMCSA reviewed, assessed, and evaluated the required safety measures as noted in the July 8, 2011, notice and considered all comments received on or before May 13, 2011, in response to the April 13, 2011, notice. Additionally, to the extent practicable, FMCSA considered comments received after May 13, 2011.

In accordance with section 6901(b)(2)(B)(i) of the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (the Act), FMCSA is required to publish comprehensive data and information on

the PASAs conducted of motor carriers domiciled in Mexico that are granted authority to operate beyond the border commercial zones in the **Federal Register** to provide sufficient opportunity for public notice and comment. There is no requirement to provide information to the public on the motor carriers that failed the PASA, and, therefore, will not be granted authority to operate in the pilot program. However, FMCSA committed in previous notices to provide information on the motor carriers that did not pass the PASA.

The Mexico-domiciled motor carrier in Table 1 did not successfully complete the PASA.

Tables 2, 3 and 4 all titled ("Failed Pre-Authorization Safety Audit (PASA) Information") set out additional information on the carrier noted in Table 1. A narrative description of each column in the tables is provided as follows:

A. *Row Number in the Appendix for the Specific Carrier:* The row number for each line in the tables.

B. *Name of Carrier:* The legal name of the Mexico-domiciled motor carrier that applied for authority to operate in the U.S. beyond the border commercial zones and was considered for participation in the long-haul pilot program.

C. *U.S. DOT Number:* The identification number assigned to the Mexico-domiciled motor carrier and required to be displayed on each side of the motor carrier's power units. If granted provisional operating authority, the Mexico-domiciled motor carrier will be required to add the suffix "X" to the ending of its assigned U.S. DOT Number for those vehicles approved to participate in the pilot program.

D. *FMCSA Register Number:* The number assigned to the Mexico-domiciled motor carrier's operating authority as found in the FMCSA Register.

E. *PASA Initiated:* The date the PASA was initiated.

F. *PASA Completed:* The date the PASA was completed.

G. *PASA Results:* The results upon completion of the PASA. The PASA receives a quality assurance review before approval. The quality assurance process involves a dual review by the FMCSA Division Office supervisor of the auditor assigned to conduct the PASA and by the FMCSA Service Center New Entrant Specialist designated for the specific FMCSA Division Office. This dual review ensures the successfully completed PASA was conducted in accordance with FMCSA policy, procedures and