

Wisconsin Avenue, Bethesda, MD 20892
(Telephone Conference Call).

Contact Person: Elaine Lewis, Ph.D.,
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on Aging, Gateway Building, Suite 2C212,
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Name of Committee: National Institute on
Aging Special Emphasis Panel; Aerobic
Exercise and Muscle Function.

Date: March 30, 2015.

Time: 3:00 p.m. to 5:00 p.m.

Agenda: To review and evaluate grant
applications.

Place: National Institute on Aging,
Gateway Building, Suite 2C212, 7201
Wisconsin Avenue, Bethesda, MD 20892
(Telephone Conference Call).

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(Catalogue of Federal Domestic Assistance
Program Nos. 93.866, Aging Research,
National Institutes of Health, HHS)

Dated: February 4, 2015.

Melanie J. Gray,

*Program Analyst, Office of Federal Advisory
Committee Policy.*

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BILLING CODE 4140-01-P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

Intent To Request Renewal From OMB of One Current Public Collection of Information: Baseline Assessment for Security Enhancement (BASE) Program

AGENCY: Transportation Security
Administration, DHS.

ACTION: 60-day notice.

SUMMARY: The Transportation Security
Administration (TSA) invites public
comment on one currently approved
Information Collection Request (ICR),
Office of Management and Budget
(OMB) control number 1652-0062
abstracted below that we will submit to
OMB for revision in compliance with
the Paperwork Reduction Act (PRA).
TSA has combined two previously-
approved ICRs (1652-0061 and 1652-
0062) into this single request to simplify
the collection, increase transparency,
and reduce duplicative efforts. TSA
assesses the current security practices in
the transit and passenger rail and
highway and motor carrier industries by
way of its Baseline Assessment for
Security Enhancement (BASE) program,
which encompasses site visits and

interviews, and is part of the larger
domain awareness, prevention, and
protection program supporting TSA's
and the Department of Homeland
Security's (DHS) missions. This
voluntary collection allows TSA to
conduct transportation security-related
assessments during site visits with
surface transportation security and
operating officials.

DATES: Send your comments by April
13, 2015.

ADDRESSES: Comments may be emailed
to TSAPRA@tsa.dhs.gov or delivered to
the TSA PRA Officer, Office of
Information Technology (OIT), TSA-11,
Transportation Security Administration,
601 South 12th Street, Arlington, VA
20598-6011.

FOR FURTHER INFORMATION CONTACT:
Christina A. Walsh at the above address,
or by telephone (571) 227-2062.

SUPPLEMENTARY INFORMATION:

Comments Invited

In accordance with the Paperwork
Reduction Act of 1995 (44 U.S.C. 3501
et seq.), an agency may not conduct or
sponsor, and a person is not required to
respond to, a collection of information
unless it displays a valid OMB control
number. The ICR documentation is
available at <http://www.reginfo.gov>.
Therefore, in preparation for OMB
review and re-approval of the following
voluntary information collection, TSA is
soliciting comments to—

- (1) Evaluate whether the proposed
information request is necessary for the
proper performance of the functions of
the agency, including whether the
information will have practical utility;
- (2) Evaluate the accuracy of the
agency's estimate of the burden;
- (3) Enhance the quality, utility, and
clarity of the information to be
collected; and
- (4) Minimize the burden of the
collection of information on those who
are to respond, including using
appropriate automated, electronic,
mechanical, or other technological
collection techniques or other forms of
information technology.

Information Collection Requirement

Purpose of Data Collection

Under the Aviation and
Transportation Security Act (ATSA) and
delegated authority from the Secretary
of Homeland Security, TSA has broad
responsibility and authority for
“security in all modes of transportation
including security responsibilities over
modes of transportation that are
exercised by the Department of

Transportation.”¹ TSA is required to
“assess the security of each surface
transportation mode and evaluate the
effectiveness and efficiency of current
Federal Government surface
transportation security initiatives.” E.O.
13416, sec. 3(a) (Dec. 5, 2006). TSA is
also specifically empowered to develop
policies, strategies, and plans for
dealing with threats to transportation,²
ensure the adequacy of security
measures for the transportation of
cargo,³ oversee the implementation and
ensure the adequacy of security
measures at transportation facilities,⁴
and carry out other appropriate duties
relating to transportation security.⁵

TSA developed the Baseline
Assessment for Security Enhancement
(BASE) program in 2007, in an effort to
engage with surface transportation
entities to establish a “baseline” of
security and emergency response
operations. This program was initially
created for Public Transportation (PT)
BASE systems. However, based on the
success of the program, TSA developed
the Highway (HWY) BASE program in
2012, with full implementation in 2013.
This voluntary program has served to
evaluate and collect physical and
operational preparedness information
and critical assets and key point-of-
contact lists. The program also reviews
emergency procedures and domain
awareness training, and provides an
opportunity to share industry best
practices.

While many public transportation
systems have security and emergency
response plans or protocols in place,
there is no consistent approach to
evaluating the extent to which security
programs exist, nor the content of those
programs. As a result, there also are no
consistent data about these
transportation security programs, nor a
database that can be used to benchmark
the programs. The BASE program is
designed to address these issues.

¹ See Public Law 107-71, 115 Stat. 597 (Nov. 19,
2001), codified at 49 U.S.C. 114(d). The TSA
Administrator's current authorities under ATSA
have been delegated to him by the Secretary of
Homeland Security. Section 403(2) of the Homeland
Security Act (HSA) of 2002, Public Law 107-296,
116 Stat. 2315 (2002), transferred all functions of
TSA, including those of the Secretary of
Transportation and the Under Secretary of
Transportation of Security related to TSA, to the
Secretary of Homeland Security. Pursuant to DHS
Delegation Number 7060.2, the Secretary delegated
to the Assistant Secretary (now referred to as the
Administrator of TSA), subject to the Secretary's
guidance and control, the authority vested in the
Secretary with respect to TSA, including that in sec.
403(2) of the HSA.

² 49 U.S.C. 114(f)(3).

³ 49 U.S.C. 114(f)(10).

⁴ 49 U.S.C. 114(f)(11).

⁵ 49 U.S.C. 114(f)(15).

Description of Data Collection

In carrying out the voluntary BASE program, TSA's Transportation Security Inspectors—Surface (TSIs—S) conduct BASE reviews during site visits with security and operating officials of transit (including transit bus) and passenger rail systems, trucking, school bus contractors, school districts, and motor coach companies throughout the United States, capturing and documenting relevant information on a standardized checklist. All BASE reviews are done on a voluntary basis and are not regulatory inspections. Advance coordination and planning ensures the efficiency of the assessment process. The TSIs—S review and analyze the public transportation and highway entities' security plan, if adopted, and determine if the mitigation measures included in the plan are being effectively implemented, while providing additional resources for further security enhancement. In addition to examining the security plan document, TSA reviews one or more assets of the public transportation and highway entities' system.

During BASE site visits of PT and HWY entities, TSIs—S collect information and complete a BASE checklist from the review PT and HWY entities' documents, plans, and procedures. They also interview appropriate PT and HWY entities personnel and conduct system observations prompted by questions raised during the document review and interview stages. TSA conducts the interviews to ascertain and clarify information on security measures and to identify security gaps. The interviews also provide TSA with a method to encourage the surface transportation entities participating in the BASE reviews to be diligent in effecting and maintaining security-related improvements.

This program provides TSA with real-time information on current security practices within the transit (including transit bus), passenger rail, trucking, school bus contractor, school district, and motor coach modes of the surface transportation sector. This information also allows TSA to adapt programs to the changing threat dynamically, while incorporating an understanding of the improvements surface transportation entities make in their security posture. Without this information, the ability of TSA to perform its security mission would be severely hindered. Additionally, the relationships these face-to-face contacts foster are critical to TSA's ability to reach out to the surface transportation entities participating in the BASE program.

If TSA determines information in a completed assessment constitutes Sensitive Security Information in accordance with 49 U.S.C. 114(r) and 49 CFR parts 15 and 1520, TSA will protect it in accordance with the requirements set forth in part 1520.

Use of Results

The information collected by TSA through BASE reviews helps to strengthen the security of PT and HWY entities' security programs by supporting security program development (including grant programs),⁶ and the analysis/evaluation provides a consistent road map for PT and HWY entities to address security and emergency program vulnerabilities. In addition, a PT or HWY entity that undergoes a BASE review is provided with a report of results that can be used by the system to identify and prioritize vulnerabilities and funding to enhance security. The BASE reviews also will align PT and HWY entities' security efforts with other TSA risk reduction efforts and provide industry partners corrective action options to consider by identifying security smart practices to share with others.

Specifically, the information collected will be used:

1. To develop a baseline understanding of a PT and HWY entities' security and emergency management processes, procedures, policies, programs, and activities against security requirements and recommended security practices published by TSA.
2. To enhance a PT and HWY entities' overall security posture through collaborative review and discussion of existing security activities, identification of areas of potential weakness or vulnerability, and development of remedial recommendations and courses of action.
3. To identify programs and protocols implemented by PT and HWY entities that represent an "effective" or "smart" security practice warranting sharing with the transportation community as a whole to foster general enhancement of security in the transportation mode.

⁶ See United States Government Accountability Office (GAO) Report to Congressional Requesters, GAO-15-159, *PUBLIC TRANSIT Federal and Transit Agencies Taking Steps to Build Transit Systems' Resilience but Face Challenges*, December 2014, page 10. <http://www.gao.gov/assets/670/667391.pdf>. GAO reviewed transit systems' resilience to catastrophic events. The report examined (1) how DHS and the Department of Transportation help transit agencies make their systems resilient; (2) actions selected by transit agencies take to make their systems resilient; and (3) challenges transit agencies face with making their systems resilient.

4. To inform TSA's development of security strategies, priorities, and programs for the most effective application of available resources, including funds distributed under the respective Federal grant programs, to enhance security within the Nation's surface transportation system.

While TSA has not set a limit on the number of BASE program reviews to conduct, TSA estimates it will conduct approximately 30 PT BASE reviews and approximately 60 HWY BASE reviews on an annual basis. TSA does not intend to conduct more than one BASE review per transit or passenger rail system in a single year. TSA estimates that the hour burden per PT entity to engage its security and/or operating officials with inspectors in the interactive BASE program review process is approximately 12 hours. Also, TSA estimates that the hour burden per HWY entity to engage its security and/or operating officials with inspectors in the interactive BASE program review process is approximately 5 hours. Thus, the total annual hour burden for the PT BASE program review is 360 hours annually (30 × 12 hours = 360 hours) and for HWY BASE 300 hours annually (60 × 5 hours = 300 hours).

Dated: February 5, 2015.

Christina A. Walsh,

TSA Paperwork Reduction Act Officer, Office of Information Technology.

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BILLING CODE 91105-05-P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

Intent To Request Renewal From OMB of One Current Public Collection of Information: Law Enforcement Officer Flying Armed Training

AGENCY: Transportation Security Administration, DHS.

ACTION: 60-day notice.

SUMMARY: The Transportation Security Administration (TSA) invites public comment on one currently approved Information Collection Request (ICR), Office of Management and Budget (OMB) control number 1652-0034, abstracted below that we will submit to OMB for renewal in compliance with the Paperwork Reduction Act (PRA). The ICR describes the nature of the information collection and its expected burden. The collection involves the Federal Air Marshal Service (FAMS) maintenance of a database of all Federal, State and local law enforcement