

### 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),<sup>6</sup> 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.

<sup>6</sup> 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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## 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

agencies that have received the Law Enforcement Officer (LEO) Flying Armed Training course.

**DATES:** Send your comments by April 13, 2015.

**ADDRESSES:** Comments may be emailed to [TSAPRA@tsa.dhs.gov](mailto: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 approval of the following information collection, TSA is soliciting comments to—

(1) Evaluate whether the proposed information requirement 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**

*OMB Control Number 1652-0034;* Law Enforcement Officer Flying Armed Training. TSA is requesting approval for the renewal of the collection of this information to comply with 49 CFR 1544.219, which requires Federal LEOs, full-time territorial, tribal, municipal, county or state LEOs who are direct employees of government agencies, and authorized railroad police officers to complete the LEOs Flying Armed training course in order to fly armed. The course is a non-tactical overview of the conditions under which an officer may fly armed and the required conduct and duties of the LEO while flying armed. This collection permits TSA to collect identifying information from law

enforcement agencies requesting the LEO Flying Armed training course.

Information is gathered from law enforcement agencies who have requested the LEO Flying Armed training course. The information is gathered to confirm that the agencies are eligible for this program (*i.e.*, that they are active law enforcement agencies whose officers have an operational need to fly armed). Law enforcement agencies are required to contact the TSA/FAMS via phone or email and provide the full name of the agency's designated point of contact, agency name, agency address, telephone number, and email address to obtain the LEO Flying Armed training course. The FAMS maintain a record of law enforcement agencies and their point of contact that have received the training materials. If an issue arises during the screening and verification process regarding the authenticity of an agency that requests training materials, no training materials will be supplied until that issue has either been confirmed or resolved and a record of such is maintained.

Upon completion of the training, the LEO who has been authorized by his or her agency to fly armed presents his or her credentials and other required documentation at the airport in order to fly armed. A Transportation Security Officer verifies all pertinent information onsite. Based on current data, TSA estimates there are approximately 2,000 respondents on an annual basis. At most, each agency spends approximately 5 minutes to provide the information TSA needs to confirm the law enforcement agencies are eligible to receive the training. This amounts to 2000 agencies multiplied by 5 minutes equals 166.6 hours (2000 agencies × 5 min = 10,000 min [166.6 hrs.]) for a total annual hour burden of 167 hours.

Dated: February 5, 2015.

**Christina A. Walsh,**

*TSA Paperwork Reduction Act Officer, Office of Information Technology.*

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**DEPARTMENT OF HOMELAND SECURITY**

[OMB Control Number 1615-0127]

**Agency Information Collection Activities: E-Verify Program Data Collections: 2015 Survey of E-Verify Employers; Reinstatement, With Change, of a Previously Approved Collection for Which Approval Has Expired**

**AGENCY:** U.S. Citizenship and Immigration Services, Department of Homeland Security.

**ACTION:** 60-Day notice.

**SUMMARY:** The Department of Homeland Security (DHS), U.S. Citizenship and Immigration Services (USCIS) invites the general public and other Federal agencies to comment upon this proposed reinstatement, with change, of a previously approved collection for which approval has expired. In accordance with the Paperwork Reduction Act (PRA) of 1995, the information collection notice is published in the **Federal Register** to obtain comments regarding the nature of the information collection, the categories of respondents, the estimated burden (*i.e.* the time, effort, and resources used by the respondents to respond), the estimated cost to the respondent, and the actual information collection instruments.

**DATES:** Comments are encouraged and will be accepted for 60 days until April 13, 2015.

**ADDRESSES:** All submissions received must include the OMB Control Number 1615-0127 in the subject box, the agency name and Docket ID USCIS-2012-0002. To avoid duplicate submissions, please use only one of the following methods to submit comments:

(1) *Online.* Submit comments via the Federal eRulemaking Portal Web site at [www.regulations.gov](http://www.regulations.gov) under e-Docket ID number USCIS-2012-0002;

(2) *Email.* Submit comments to [USCISFRComment@uscis.dhs.gov](mailto:USCISFRComment@uscis.dhs.gov);

(3) *Mail.* Submit written comments to DHS, USCIS, Office of Policy and Strategy, Chief, Regulatory Coordination Division, 20 Massachusetts Avenue NW., Washington, DC 20529-2140.

**FOR FURTHER INFORMATION CONTACT:** If you need a copy of the information collection instrument with instructions, or additional information, please visit the Federal eRulemaking Portal site at: <http://www.regulations.gov>. We may also be contacted at: USCIS, Office of Policy and Strategy, Regulatory Coordination Division, Laura Dawkins, Chief, 20 Massachusetts Avenue NW.,