

Street NW., Washington, DC. The meeting will be hosted by the Assistant Secretary of State for Economic and Business Affairs, Charles H. Rivkin, and Committee Chair Ted Kassinger. The ACIEP serves the U.S. government in a solely advisory capacity, and provides advice concerning topics in international economic policy. The October 28 meeting topic will be the U.S.-Africa trade and investment relationship.

This meeting is open to public participation, though seating is limited. Entry to the building is controlled; to obtain pre-clearance for entry, members of the public planning to attend should provide their name, professional affiliation, valid government-issued ID number (i.e., U.S. Government ID, U.S. military ID, passport [country], or driver's license [state]), date of birth, and citizenship, to Gregory Maggio by email (MaggioGF@state.gov), fax: (202) 647-5953, or telephone (202) 647-2231. This information must be provided no later than Tuesday, October 21. All persons wishing to attend the meeting must use the 21st Street entrance (not the "jogger's entrance" or the C Street entrance) of the State Department. Although, there is currently construction at the 21st Street entrance, it is still open. Because of escorting requirements, non-U.S. government attendees should plan to arrive no later than 15 minutes before the meeting begins. Requests for reasonable accommodation should be made to Gregory Maggio before Tuesday, October 21. Requests made after that date will be considered, but might not be possible to fulfill.

Personal data is requested pursuant to Public Law 99-399 (Omnibus Diplomatic Security and Antiterrorism Act of 1986), as amended; Public Law 107-56 (USA PATRIOT Act); and Executive Order 13356. The purpose of the collection is to validate the identity of individuals who enter Department facilities. The data will be entered into the Visitor Access Control System (VACS-D) database. Please see the Security Records System of Records Notice (State-36) at <http://www.state.gov/documents/organization/103419.pdf> for additional information.

If you have questions, please contact Gregory Maggio, Office of Economic Policy Analysis and Public Diplomacy, Bureau of Economic and Business Affairs, at tel: (202) 647-2231 or MaggioGF@state.gov.

Dated: October 8, 2014.

Gregory F. Maggio,

Designated Federal Officer, U.S. Department of State.

[FR Doc. 2014-24529 Filed 10-14-14; 8:45 am]

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OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Agreement on Government Procurement: Effective Date of Amendments for the Netherlands With Respect to Aruba

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: For the purpose of U.S. Government procurement that is covered by Title III of the Trade Agreements Act of 1979, the effective date of the Protocol Amending the Agreement on Government Procurement, done at Geneva on 30 March 2012, World Trade Organization (WTO), for the Netherlands with respect to Aruba (Aruba) is October 31, 2014.

DATES: Effective Date: October 31, 2014.

ADDRESSES: Office of the United States Trade Representative, 600 17th Street NW., Washington DC 20508.

FOR FURTHER INFORMATION CONTACT: Scott Pietan ((202) 395-9646), Director of International Procurement Policy, Office of the United States Trade Representative, 600 17th Street, NW., Washington DC 20508.

SUPPLEMENTARY INFORMATION: Executive Order 12260 (December 31, 1980) implements the 1979 and 1994 Agreement on Government Procurement, pursuant to Title III of the Trade Agreements Act of 1979 as amended (19 U.S.C. 2511-2518). In section 1-201 of Executive Order 12260, the President delegated to the United States Trade Representative the functions vested in the President by sections 301, 302, 304, 305(c) and 306 of the Trade Agreements Act of 1979 (19 U.S.C. 2511, 2512, 2514, 2515(c) and 2516).

The Protocol Amending the Agreement on Government Procurement, done at Geneva on 30 March 2012 ("Protocol"), entered into force on April 6, 2014 for the United States and the following Parties: Canada, Chinese Taipei, Hong Kong, Israel, Liechtenstein, Norway, European Union, Iceland, and Singapore. See **Federal Register** 2014-05719. The Protocol entered into force on April 16, 2014 for Japan. See **Federal Register** 2014-08927.

The Protocol provides that following its entry into force, the Protocol will enter into force for each additional Party to the 1994 Agreement 30 days following the date on which the Party deposits its instrument of acceptance. On June 4, 2014, Aruba deposited its instrument of acceptance to the Protocol. Effective October 31, 2014 for Aruba, all references in Title III of the Trade Agreement Act of 1979 and in Executive Order 12260 to the Agreement on Government Procurement shall refer to the 1994 Agreement as amended by the Protocol.

With respect to those Parties which have not deposited their instruments of acceptance, all references in Title III of the Trade Agreement Act of 1979 and in Executive Order 12260 to the Agreement on Government Procurement shall continue to refer to the 1994 Agreement until 30 days following the deposit by such Party of its instrument of acceptance of the Protocol.

For the full text of the Government Procurement Agreement as amended by the Protocol and the new annexes that set out the procurement covered by all of the Government Procurement Agreement Parties, see GPA-113: <http://www.ustr.gov/sites/default/files/GPA%20113%20Decision%20on%20the%20outcomes%20of%20the%20negotiations%20under%20Article%20XXIV%207.pdf>.

Michael B.G. Froman,

United States Trade Representative.

[FR Doc. 2014-24415 Filed 10-14-14; 8:45 am]

BILLING CODE 3290-F5-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Tier 2 Environmental Impact Statement: Morgan, Johnson and Marion Counties, Indiana

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public about the resumption of environmental activities leading to a Tier 2 Environmental Impact Statement (EIS) for the proposed Section 6 of I-69, located in Morgan, Johnson and Marion Counties, Indiana, of the Evansville-to-Indianapolis Interstate 69 (I-69) highway. This Notice of Intent (NOI) updates the NOI published in the April 29, 2004 **Federal Register**. The purpose of this NOI is to advise that pursuant to the March 24, 2004 Tier 1 Record of Decision (ROD) for this project, a range of alternatives

will be evaluated which may include alternatives outside of the corridor selected in the Tier 1 ROD. All alternatives evaluated will connect Section 5 of I-69 in Martinsville with I-465 in Indianapolis.

FOR FURTHER INFORMATION CONTACT:

Michelle Allen, Planning and Environmental Specialist, Federal Highway Administration, Indiana Division, 575 N. Pennsylvania Avenue, Room 254, Indianapolis, Indiana 46204, Telephone (317) 226-7344 or Laura Hilden, Director of Environmental Services, Indiana Department of Transportation, 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Indiana Department of Transportation (INDOT), began in 2004 to prepare a Tier 2 EIS on a proposal to build Section 6 of the Evansville-to-Indianapolis I-69 highway. Section 6 is located in Morgan, Johnson and Marion Counties, Indiana. The NOI for these activities was published in the **Federal Register** on April 29, 2004. The proposed action described in that NOI involved the construction of an interstate highway generally following State Route (SR) 37 from SR 39 south of Martinsville and proceeding north for approximately 25.9 miles to Interstate 465 in Indianapolis.

I-69 (formerly known as Corridor 18) is a strategic, high priority highway serving the east-central United States. I-69 is planned to be a continuous north-south corridor linking Canada, the United States and Mexico. FHWA has identified 32 separate sections of independent utility (SIUs) for the national I-69 corridor. The Evansville-to-Indianapolis section of I-69 has been designated by FHWA as SIU 3.

The FHWA approved the ROD on the Tier 1 Final EIS for the I-69 SIU 3 on March 24, 2004. The purpose of the Tier 1 study was to resolve: (1) whether or not to complete I-69 in Southwestern Indiana; and if so, (2) the selection of a corridor for I-69 between Evansville and Indianapolis. The Tier 1 ROD identified six (6) Sections of Independent Utility that would be advanced to Tier 2 studies.

Tier 2 NEPA studies have concluded in Sections 1, 2, 3, 4, and 5. Sections 1 through 3 (connecting Evansville, Oakland City, Washington, and Crane Naval Surface Warfare Center) are completed and open to traffic. Section 4 (connecting Crane Naval Surface Warfare Center and Bloomington) is under construction, and is expected to be open to traffic in 2015. Section 5 (connecting Bloomington and

Martinsville) is under construction and major construction activities associated with Section 5 are anticipated to be complete by the end of 2016.

The 2004 NOI for Section 6 stated that alternatives generally will be located within the corridor approved in the Tier 1 ROD. However, the Tier 1 ROD permitted alternatives outside the selected corridor to be considered when necessary to avoid significant impacts within the corridor while still connecting the Tier 2 termini designated in the Tier 1 ROD. Due to the potential for increased impacts and/or changed conditions, the resumed Tier 2 studies in Section 6 may consider alternatives outside the selected Tier 1 corridor. All alternatives considered will connect Section 5 of I-69 in Martinsville with I-465 in Indianapolis.

Scoping coordination occurred with appropriate state and federal resource agencies at the outset of Tier 2 studies in Section 6. Opportunities also were afforded the public to participate in the scoping process. These scoping activities resulted in the identification of preliminary alternatives within the Section 6 corridor between Martinsville and Indianapolis. When Section 6 studies resume, these preliminary alternatives will remain under consideration for the study.

With the resumption of Section 6 studies, the appropriate federal and state resource agencies will be included in additional scoping activities. These scoping activities will identify additional alternatives connecting Section 5 in Martinsville with I-465 in Indianapolis. These alternatives may be outside the Tier 1 corridor for much or most of their length. The public will also have opportunities to comment during this scoping process and other stages throughout the development of the proposed project. A date for a scoping meeting for regulatory agencies to address Section 6 will be established at a later date. A public scoping meeting for this Tier 2 section will also be scheduled at a later date.

Interchange location and preliminary design, access to abutting properties, and location of grade separations with intersecting roads will be determined in this Tier 2 EIS.

The range of alternatives appropriate for the Section 6 Tier 2 EIS will be determined in consultation with resource agencies. Consideration of the No Build alternative will be included as a baseline for analysis, in accordance with applicable regulations.

To ensure that the full range of issues related to this proposed action is addressed and any significant impacts are identified, comments and

suggestions are invited from all interested parties.

Comments or questions concerning this proposed action and this Tier 2 EIS should be directed to the FHWA or the INDOT at the address provided above.

Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12732 regarding intergovernmental consultation on Federal programs and activities apply to this program.

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: October 7, 2014.

Richard J. Marquis,

Division Administrator, Federal Highway Administration, Indianapolis, Indiana.

[FR Doc. 2014-24453 Filed 10-14-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Vehicle-to-Vehicle Security Credential Management System; Request for Information

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

ACTION: Notice—Request for Information (RFI).

SUMMARY: On August 18, 2014, NHTSA announced an advance notice of proposed rulemaking (ANPRM) for V2V communications, and concurrently released an extensive research report on the technology, as the formal start to the regulatory process. This notice, a Request for Information (RFI), seeks information related to the security system that will support V2V operations but will not be established by NHTSA regulation. This RFI will help the agency: (1) Become aware of private entities that may have an interest in exploring the possibility of developing and/or operating components of a V2V Security Credential Management System (SCMS); (2) Receive responses to the questions posed about the establishment of an SCMS provided in the last section of this RFI; and (3) Obtain feedback, expressions of interest, and comments from all interested public, private, and academic entities on any aspect of the SCMS.

The Background section of this RFI provides an overview of the technical and organizational aspects of the current V2V security design, of which the SCMS is an integral part. The SCMS encompasses all technical,