SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #14495 and #14496]

South Carolina Disaster Number SC–00031

AGENCY: U.S. Small Business Administration.

ACTION: Amendment 2.

SUMMARY: This is an amendment of the Presidential declaration of a major disaster for the State of South Carolina (FEMA–4241–DR), dated 10/05/2015.

Incident: Severe storms and flooding.

Incident Period: 10/01/2015 and continuing.

Effective Date: 10/07/2015.

Physical Loan Application Deadline Date: 12/04/2015.

EIDL Loan Application Deadline Date: 07/05/2016.

ADDRESSES: Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.


SUPPLEMENTARY INFORMATION: The notice of the Presidential disaster declaration for the State of South Carolina, dated 10/05/2015 is hereby amended to include the following areas as adversely affected by the disaster:


Contiguous Counties: (Economic Injury Loans Only):

South Carolina: Chesterfield, Lancaster, Marlboro.

All other information in the original declaration remains unchanged.

(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

Joseph P. Loddo,
Acting Associate Administrator for Disaster Assistance.

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BILLING CODE 8025–01–P

DEPARTMENT OF STATE

[Public Notice: 9320]

Advisory Committee on Public-Private Partnerships; Notice of the Intent To Establish an Advisory Committee

This is notice of the intent to establish the Advisory Committee on Public-Private Partnerships. The Committee will serve the United States government in a solely advisory capacity concerning the development of public-private partnerships that promote shared value with the private sector worldwide. Functions will include, but will not be limited to, providing information and advice on how the Department of State can effectively explore and form public-private partnerships with the private sector on foreign policy issues, and reviewing and recommending public-private partnership opportunities for advancing foreign policy objectives. The Department of State affirms that establishment of the Committee is necessary and in the public interest.

The Committee will consult with other interested parties, agencies, and interagency committees and groups of the United States Government, foreign governments, and with national and international private sector organizations and individuals, as the Department of State and the Committee decides are necessary or desirable.

The Committee will be comprised of up to twenty-five distinguished citizens from the private sector, including leaders of for-profit businesses who are in a senior management role or who lead corporate social responsibility units; academics, scientists and innovators; diaspora, faith-based and community organizations; foundations and philanthropic organizations; and non-governmental organizations, providing the Secretary with a fresh perspective and insight apart from and non-FRA-compliant electric multiple unit (EMU) vehicles, constructed to European safety standards, for its Caltrain commuter rail service between San Francisco and Gilroy, CA. JPB seeks to amend two of the nine conditions specified in FRA’s waiver decision letter dated May 27, 2010.

Specifically, JPB requests that Condition 1 (that EMUs that are the subject of this waiver meet or exceed the crashworthiness performance levels identified and presented in the petition) be modified to align with proposed rule text for alternatively compliant Tier I equipment developed through the Railroad Safety Advisory Committee and its Engineering Task Force. Secondly, JPB requests removal of Condition 7 (that JPB submit a comprehensive temporal separation plan to FRA for approval before the EMUs are operated).

JPB states that the proposed rule text does not require temporal separation because trains built to these new rules are considered as safe or safer in collisions than trains built to current Federal standards. In addition, JPB states that it is currently implementing Positive Train Control and new EMUs will be compatible with the system, thereby reducing the risk of an impact between freight and passenger trains.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the U.S. Department of Transportation’s (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590. The Docket