

adults over 65 (over 42 million people), the disability rate for those seniors living in the community was 36 percent in 2012. By 2030, people over 65 are expected to comprise 20 percent of the US population—72.1 million people. Employment and poverty rates also disproportionately negatively affect people with disabilities. More resources are needed to help communities build ladders of opportunity so everyone can have access to a job, healthcare, a home in the community of their choice, recreation/leisure opportunities and education. Our communities greatly benefit by ensuring full inclusion for everyone regardless of their age, disability, income, and education level. Accessible public transportation, including the over \$280 million spent in 5310 projects is an important enabler of the American Dream for many people. This center will make a significant difference in helping communities ensure the contributions of public transportation, including high impact 5310 projects that improve mobility for people with disabilities and seniors.

Ladders of opportunity build upon the legacy of United We Ride extending coordination to ensure persons of low income, disadvantaged communities and all groups benefit from coordinated planning activities and the resulting projects. So, targeting activities to address low income seniors, caregivers, and people with disabilities or those living in communities with limited resources, is an important component of this center's efforts. The NADTC will carry-out activities that demonstrate impact and achieve the below goals:

- Promoting the essential role of accessible public transportation in furthering the economic inclusion, access to healthcare, links to education, connections to recreation/leisure activities, and independent living of people with disabilities and seniors;
- Increasing the effectiveness, efficiency and quality of coordinated human service transportation activities;
- Ensuring that the planning of transportation services for people with disabilities, seniors and caregivers is done in conjunction with broader planning activities at all levels;
- Highlighting and assisting in the development of promising practices, including the use of technology, to solve transportation challenges, maximizing the effectiveness of federal investments in specialized transportation services.

The NADTC will achieve their goals through the following functions:

- Training: Developing training materials in accessible transportation for people with disabilities and seniors that is online and available 24/7;

- Peer Networks: Encouraging peer exchanges through webinars and online forums;

- Product Development: Creating high quality useful products on topics associated with the above goals;

- Targeted Technical Assistance: Providing targeted technical assistance at the state and local level;

- 800# Information and Referral: Supporting an 800# for ad hoc information referral and technical assistance that tracks trends, connects with other I&R resources, helps seniors and people with disabilities find a ride, and catalogs customer data;

- Online Tools: Maintaining a compelling Web site and online presence including a monthly newsletter and use of social media to promote promising practices;

- Community Grants: As FTA deems feasible and necessary, take some portion of overall funding per year to provide community grants that enhance accessibility and encourage innovation;

- Outreach: Implementing a yearly outreach project to publicize the resources, activities and findings of the center;

- Technology: monitor and promote emerging technologies that facilitate accessibility, wayfinding, scheduling/dispatching, one call and evolving public/private sector partnerships that can improve access to transportation options and improve mobility;

- Information Clearinghouse: Acting as a clearinghouse for useful and promising practices in human services transportation and provide online access to success stories;

- Community Accessibility Scorecard: Developing and maintaining a community accessibility scorecard and index to help communities easily assess where they are, what needs exist in their community and where gaps may exist—targeted technical assistance would then be available to address these gaps and help the community develop a roadmap to expanding accessible transportation;

- Broad Stakeholder Review Committees: Ensuring that people with disabilities and seniors themselves as well as the human services organizations that provide services for these individuals collaborate along with FTA in the work of the center and help to oversee and review materials, training courses and other activities;

- Bridging Research to Practice: Connecting research to practice by bridging the research efforts of university transit centers, gerontology university programs, university disability centers, evolving technology initiatives and TRB project findings

with the training and technical assistance activities of the center;

- Yearly Trends Report: Writing a yearly state of accessible transportation report that identifies key trends, key issues, sustainable solutions and recommends areas of focus in accessible transportation to support the development of the following year's statement of work;

- Program Evaluation: Supporting a robust program evaluation component by an outside source that does a yearly assessment of the center including surveying key stakeholders on the utility they derived in working with the center;

FTA intends to fund the NADTC at up to \$ 2,500,000 for the first year with the option to extend for up to four additional years. FTA's decision to exercise these options will depend upon: 1) Decisions and program priorities established by the Secretary of Transportation related to the implementation of provisions set forth in Section 5314, Technical Assistance and Standards, of the Moving Ahead for Progress in the 21st Century Act (MAP-21); 2) future appropriations; and, 3) annual reviews of the NADTC's performance. The announcement below connects to the solicitation and describes the goals, functional activities, and evaluation measures established for the NADTC; the proposal submission process; and criteria upon which proposals will be reviewed.

This announcement is available on the FTA's Web site at: <http://WWW.FTA.DOT.GOV/GRANTS/13077.HTML>. The funding opportunity RFP is posted in the FIND module of the government-wide electronic grants Web site at <http://www.grants.gov>.

**Therese McMillan,**  
*Acting Administrator.*

[FR Doc. 2015-02378 Filed 2-5-15; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35901]

#### Paul Didelius—Continuance in Control—CCET, LLC

Paul Didelius (Didelius), an individual and noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1180.2(d)(2) to continue in control of CCET, LLC (CCET), a Class III rail carrier.<sup>1</sup> Didelius owns 100% of

<sup>1</sup>Didelius currently owns 100% of LRY, LLC d/b/a Lake Railway (LRY), a Class III carrier that

Continued

CCET, a short line rail carrier organized for the purpose of leasing and operating a line of railroad owned by the Norfolk Southern Railway Company (NSR).

This transaction is related to a concurrently filed verified notice of exemption in *CCET, LLC—Lease & Operation Exemption—Rail Line of Norfolk Southern Railway in Clermont, Brown, & Adams Counties, Ohio*, Docket No. FD 35900, in which CCET seeks Board approval to amend an agreement to allow CCET to lease additional NSR CT Line trackage, from milepost CT 32.83 to milepost CT 62.20, east of Seaman, Ohio.<sup>2</sup>

The transaction may be consummated on or after February 21, 2015, the effective date of the exemption (30 days after the verified notice of exemption was filed).

Didelius represents that: (1) CCET does not connect with any of the other rail lines operated and controlled by Didelius; (2) there are no plans to acquire additional rail lines for the purpose of making a connection; and (3) each of the carriers involved the continuance in control transaction is a Class III carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under §§ 11324 and 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here, because all of the carriers involved are Class III carriers.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than February 13, 2015

(at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35901, must be filed with Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on James H. M. Savage, 22 Rockingham Court, Germantown, MD 20874.

Board decisions and notices are available on our Web site at “[WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).”

Decided: February 3, 2015.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Brendetta S. Jones,**  
Clearance Clerk.

[FR Doc. 2015-02411 Filed 2-5-15; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35900]

#### **CCET, LLC—Lease and Operation Exemption—Rail Line of Norfolk Southern Railway Company in Clermont, Brown, and Adams Counties, Ohio**

CCET, LLC (CCET), a Class III carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease from Norfolk Southern Railway (NSR) and operate a portion of NSR's CT Line, between milepost CT 32.83 and milepost CT 62.20, east of Seaman, Ohio (Line Extension).

CCET and NSR entered into a lease agreement on March 14, 2014, under which CCET currently leases a 24-mile portion of the CT Line between milepost CT 9.0 at Clare, Ohio, and milepost CT 32.83, west of Williamsburg, Ohio.<sup>1</sup> The parties now desire to amend the lease to include the Line Extension to the east, which would allow CCET to pursue additional commercial opportunities.<sup>2</sup>

<sup>1</sup> See *CCET, LLC—Lease & Operation Exemption—Rail Line of Norfolk S. Ry.*, FD 35810 (STB served Apr. 4, 2014).

<sup>2</sup> On January 15, 2015, the Board allowed NSR to discontinue its freight rail service over approximately 40.7 miles of rail line, including the Line Extension, in Clermont, Brown, and Adams Counties, Ohio; the exemption should become effective on February 14, 2015. See *Norfolk S. Ry.—Discontinuance of Serv. Exemption—in Clermont, Brown, & Adams Cntys., Ohio*, AB 290 (Sub-No. 370X) (STB served Jan. 15, 2015). Upon reaching an agreement with CCET to lease and operate the Line Extension, however, NSR informed the Board by letter dated January 20, 2015, that it will not effectuate discontinuance over the Line Extension. See CCET Petition, Ex. D.

NSR will retain limited overhead trackage rights over the Line Extension.

This transaction is related to a concurrently filed verified notice of exemption in *Paul Didelius—Continuance in Control—CCET, LLC*, Docket No. FD 35901, in which Paul Didelius seeks Board approval to continue in control of CCET under 49 CFR 1180.2(d)(2).

CCET states that the lease between CCET and NSR does not contain any provision that prohibits, restricts, or would otherwise limit future interchange of traffic with any third-party carrier.

CCET has certified that its projected annual revenues as a result of this transaction will not result in CCET's becoming a Class II or Class I rail carrier and will not exceed \$5 million.

CCET states that the lease and operation of the Line Extension will commence on or after February 21, 2015, the effective date of the exemption (30 days after the verified notice of exemption was filed).

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than February 13, 2015 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35900, must be filed with Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on James H.M. Savage, 22 Rockingham Court, Germantown, MD 20874.

Board decisions and notices are available on our Web site at “[www.stb.dot.gov](http://www.stb.dot.gov).”

Decided: February 3, 2015.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Brendetta S. Jones,**  
Clearance Clerk.

[FR Doc. 2015-02410 Filed 2-5-15; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF THE TREASURY

### **Open Meeting of the President's Advisory Council on Financial Capability for Young Americans**

**AGENCY:** Department of the Treasury.

**ACTION:** Notice of meeting.

leases and operates rail lines owned by Union Pacific Railroad Company in California and Oregon; he also owns 49% of YCR Corporation (YCR), a Class III rail carrier established for the purpose of leasing and operating a line of railroad owned by Yakima County, Washington.

<sup>2</sup> It appears that Didelius controlled LRY and YCR when CCET first became a carrier through its lease of another portion of the CT Line in 2014, but he failed to seek authority for continuance in control at that time. See *CCET, LLC—Lease & Operation Exemption—Rail Line of Norfolk S. Ry.*, FD 35810 (STB served Apr. 4, 2014). Therefore, Didelius should have sought continuance in control authority at that time. We will treat the current verified notice of exemption as a belated request for continuance in control authority.