

double-spaced for the following items and please number your pages.

Project Title (One (1) page maximum):

Provide a Basic Line-Item Budget for Each Task (Two (2) page maximum): You may attach the budget as a separate item.

Provide an estimated project time-line and major milestones (Two (2) page maximum).

Describe How You Will Administer the Program (Ten (10) page maximum):

All applicants must respond to the following items in order to be considered for funding:

1. *Staff Qualifications* (Ten (10) page maximum—you may attach up to 5 additional pages of Staff Resumes):

Staff qualifications include experience in delivering technical assistance and training, knowledge of senior mobility issues, demonstrated process skills in assessment, strategic planning, facilitation, and other key areas associated with identified tasks, including capacity and experience for conducting face-to-face and web-based training for consumers, human service/aging providers, and transportation agencies.

Applicant should also address a plan for knowledge retention.

2. *Existing Capacity/Readiness To Conduct Technical Assistance & Training* (Fifteen (15) page maximum):

Existing capacity of the organization includes clearinghouse functions, web development and maintenance, demonstrated ability to provide technical assistance, training, long distance and on-site intervention strategies, and other identified tasks; including technical assistance by telephone and email, moderated and un-moderated list-serves, web-based seminars, topic-based conference calls, the Internet (including the development of web content).

a. Indicate the timeframe for obligation of funds and implementation of the project. If the timeline is more than 18 months, please provide the justification for the longer period of implementation.

b. Please indicate the short-term, mid-range and long-term goals for the project.

3. *Collaboration* (Ten (10) page maximum):

Applicants must plan to collaborate with the National Senior Center Steering Committee, stakeholders in the public and private sector, and intermediary organizations such as hospital discharge planners, private pay insurance, various social service and transportation system networks to establish effective partnerships to implement tasks.

Applicants should also consider and develop partnerships with additional groups beyond those listed above. Established partnerships with employment, disability, or aging groups will increase a proposal's chance of selection.

Applicants must also indicate how partners were involved in the proposal development and how they will participate in its implementation, if applicable.

4. *Ability To Administer Demonstration Grants* (Fifteen (15) page maximum):

One purpose of the National Senior Center is to award senior transportation demonstration grants in order to improve transportation for senior populations. The applicant must indicate its experience and

capacity to carry out this mandated task and indicate how its organization will administer and manage the implementation of the demonstration grants.

5. *Understanding of Key Issues and Ideas For Future Development* (Fifteen (15) page maximum):

Understanding the key issues regarding: older drivers, pedestrian access, fixed routes, paratransit services, assisted (door to door; hand to hand; escort) services, volunteers, taxis, one-call/one-click transportation resource centers and other types of transportation services provisions. Applicants should indicate any ideas for future development of a range of transportation services.

6. *Legal Capacity*. (One (1) page maximum):

Applicants must indicate that there are no legal issues which would impact their eligibility and authority to apply for, or prevent acceptance of FTA funds.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 303 (Sub-No. 38X)]

Wisconsin Central Ltd.—Abandonment Exemption—in Fond Du Lac County, WI

Wisconsin Central Ltd. (WCL) ¹ filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments* to abandon approximately 0.60 miles of rail line between mileposts 175.40 and 176.00, in Fond Du Lac, Fond Du Lac County, Wis. The line traverses United States Postal Service Zip Code 54936.

WCL has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of the complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Aband.*

¹ WCL is a wholly owned, indirect subsidiary of Canadian National Railway Company.

Portion Goshen Branch between Firth & Ammon, in Bingham & Bonneville Counties, Idaho, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on January 18, 2012, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,² formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),³ and trail use/rail banking requests under 49 CFR 1152.29 must be filed by December 29, 2011. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by January 9, 2012, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to WCL's representative: Thomas J. Healey, 17641 S. Ashland Ave., Homewood, IL 60430.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

WCL has filed a combined environmental and historic report which addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by December 23, 2011. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling OEA at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service at 1-(800) 877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), WCL shall file a notice of consummation with the Board to signify

² The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Requests for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

³ Each OFA must be accompanied by the filing fee, which is currently set at \$1,500. See 49 CFR 1002.2(f)(25).

that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by WCL's filing of a notice of consummation by December 19, 2012, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at www.stb.dot.gov.

Decided: December 15, 2011.

By the Board.

Rachel D. Campbell,

Director, Office of Proceedings.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2011-32522 Filed 12-19-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35572]

Pennsylvania & Southern Railway, LLC—Acquisition, Lease and Operation Exemption—CSX Transportation, Inc.

Pennsylvania & Southern Railway, LLC (PSCC), a Class III carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to: (1) Acquire from CSX Transportation, Inc. (CSXT) and operate the improvements comprising a 2.5-mile line of railroad between milepost BAV 22.4 and milepost BAV 24.9 near Chambersburg, Franklin County, Pa., and lease the underlying real property from CSXT; and (2) lease from CSXT and operate the improvements comprising a 1.95-mile line of railroad

between milepost BAV 24.9 and milepost BAV 26.85 near Chambersburg, and lease the underlying real property from CSXT.¹

On December 6, 2011, PSCC filed a supplement to its verified notice of exemption to clarify certain aspects of the proposed transaction and the Board authority sought pursuant to the verified notice.²

With respect to the 2.5-mile segment on which PSCC intends to purchase the improvements and lease the underlying real property from CSXT, PSCC asserts that CSXT does not wish to retain any common carrier obligation and will transfer its full common carrier obligation to PSCC together with the tracks, ties, and other track materials. Because PSCC will lease both the improvements and the underlying real property from CSXT on the 1.95-mile segment, CSXT will retain a residual common carrier authority on that segment.

PSCC certifies that its projected annual revenues as a result of the transaction will not result in the creation of a Class II or Class I rail carrier and will not exceed \$5 million.

The earliest this transaction may be consummated is January 5, 2012, the

¹ PSCC states that it is also leasing from CSXT the tracks and underlying real property comprising the Chambersburg Yard, which contains approximately 12,000 feet of track, but further states that the acquisition of this yard track does not require Board authorization.

² Also on December 6, 2011, PSCC filed a motion for protective order, which will be addressed in a separate decision. On December 7, 2011, PSCC submitted under seal an unredacted draft of its Land Lease and Purchase of Rail Improvements Agreement (Agreement) with CSXT. See *Anthony Macrie—Continuance in Control Exemption—N.J. Seashore Lines, Inc.*, FD 35296, slip op. at 3-4 (STB served Aug. 31, 2010).

effective date of the exemption (30 days after the exemption was filed).³ In its supplemental filing, PSCC states that, after the verified notice was filed, the parties agreed to defer the closing date and commencement of operations by PSCC until February 3, 2012.

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 to stay must be filed no later than December 29, 2011 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35572, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Eric M. Hocky, Thorp Reed & Armstrong, LLP, One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

By the Board.

Decided: December 14, 2011.

Rachel D. Campbell,

Director, Office of Proceedings.

Raina S. White,

Clearance Clerk.

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³ PSCC's verified notice of exemption is deemed to have been filed on December 6, 2011, the date PSCC filed its supplement.