

by intercity bus, *intercity rail*, and rural transit operators.

One commenter was encouraged by the definition of “feeder service” but recommended that FTA require or provide incentives to States for Section 5311 intercity bus service projects that directly involve rural districts to ensure better and more meaningful access to intercity bus service. In response, FTA notes that States have flexibility to administer the program to meet the needs of their rural regions and districts, so declines to make the suggested change.

Lastly, one commenter read Section 10, ADA Regulations, to mean that any and all Section 5311(f) over-the-road intercity bus recipients, subrecipients and contractors must use vehicles that are fully wheelchair accessible. While that is true of large operators that are Class I motor carriers providing fixed-route service, the ADA regulations allow small operators greater flexibility. Small operators can either ensure that vehicles are readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, or ensure that equivalent service is provided to individuals with disabilities. We have amended this section accordingly.

#### *I. Chapter IX—Rural Transportation Assistance Program (RTAP)*

FTA did not propose any substantive changes for this chapter and did not receive any comments. The RTAP continues to provide funding to assist in the design and implementation of training and technical assistance projects, research, and other support services. We did not make any substantive changes to this chapter.

#### *J. Chapter X—Public Transportation on Indian Reservations*

FTA proposed a new chapter in the circular to address public transportation on Indian reservations, or the “Tribal Transit Program.” Section 5311(c) authorizes \$5 million annually for this program, distributed on a competitive basis; and \$25 million annually for this program, apportioned by a statutory formula found in Section 5311(j). The formula apportions funds on the basis of vehicle revenue miles and the number of low-income individuals residing on tribal lands. FTA received comments from six entities regarding this chapter. Two commenters expressed appreciation for the new formula funding, while others had concerns about the basis for determining how much assistance Tribes receive, and expressed concern that they no longer

receive enough Tribal Transit funding to operate their existing systems.

FTA understands that the transition from a \$15 million discretionary program to a mixed formula and discretionary program has been challenging for some Tribes, despite the fact that the total funding level doubled. Generally, the comments FTA received on the Section 5311 circular were addressed as part of the tribal consultation process FTA initiated last year. On November 9, 2012, FTA published a notice in the **Federal Register** (77 FR 67439) in order to (1) introduce FTA’s consultation process and schedule for implementing changes to the Tribal Transit Program due to MAP–21; (2) describe and seek comment on the methodology for the formula allocation and the assumptions made regarding which Tribes are eligible for the formula program; (3) seek comment on the terms and conditions for the formula and discretionary components of the program; and (4) seek comment on how the discretionary program resources should be allocated. As part of the tribal consultation process, FTA conducted two outreach meetings in November and December of 2012. After considering comments, FTA published a subsequent notice in the **Federal Register** (78 FR 27284, May 9, 2013) in which it responded to issues presented as a result of the consultation process. That notice also announced the funding levels and framework for the Tribal Transit Program, as well as a notice of funding availability (NOFA) for FY 13 funds. FTA encourages interested stakeholders to review the two **Federal Register** notices, available on FTA’s Web site ([http://www.fta.dot.gov/legislation\\_law/federal\\_register\\_notices.php](http://www.fta.dot.gov/legislation_law/federal_register_notices.php)) if they have additional concerns about the funding or framework of this program. FTA has not made any substantive edits to this chapter.

#### *K. Chapter XI—Other Provisions*

This chapter describes cross-cutting Federal requirements that apply to the Section 5311 Program. FTA did not receive any substantive comments on this chapter and did not make any substantive edits.

#### *L. Appendices*

One commenter requested FTA include additional information related to the requirements of 49 U.S.C. 5333(b) (labor protections) in Appendix A. It is not clear to us what additional information would be helpful, and we recommend that interested stakeholders contact their FTA regional office if they

have questions regarding the role of the Department of Labor in processing Section 5311 grants.

Another commenter recommended that Appendix B include a POP section for JARC. In response, we have added language indicating that JARC projects must be coded under 646–00 SCOPE in the grant and reserved using FPC 03.

Lastly, one commenter asked for clarification regarding section 3 of Appendix F and the methodology for excess or insufficient in-kind match determinations for intercity bus. FTA provided additional clarification in revisions to Chapter VIII, Intercity Bus and eliminated Appendix F as the information was redundant with the information contained in the chapter.

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

[FR Doc. 2014–25309 Filed 10–23–14; 8:45 am]

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## **DEPARTMENT OF TRANSPORTATION**

### **Surface Transportation Board**

[Docket No. FD 35863]

#### **Massachusetts Department of Transportation—Acquisition Exemption—Pan Am Southern LLC**

The Massachusetts Department of Transportation (MassDOT), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Pan Am Southern LLC (PAS) certain railroad assets and associated rail line right-of-way, known generally as a portion of the Connecticut River Main Line (also known as the “Knowledge Corridor”), approximately 49.67 route miles in length, from Station 2+25 in Springfield, Mass., to the Massachusetts-Vermont border at Station 2613+66.85 at East Northfield, Mass. (the Railroad Assets). As part of this transaction, MassDOT would also acquire any right, title, or interest that PAS may currently possess to operate passenger trains over a segment of Amtrak-owned line between Springfield and the Massachusetts-Connecticut border. According to MassDOT, it is not acquiring any freight operating rights, and PAS will retain a permanent, exclusive freight operating easement over the Railroad Assets.<sup>1</sup>

MassDOT states that the proposed transaction has been agreed upon

<sup>1</sup> Concurrently with its verified notice of exemption, MassDOT filed a motion to dismiss it on the ground that the transaction does not require authorization from the Board. The motion to dismiss will be addressed in a subsequent Board decision.

pursuant to a May 25, 2012 Purchase and Sale Contract, subsequently extended and modified by way of a Reinstatement and First Amendment to Purchase and Sale Contract. MassDOT also states that the agreement does not contain any provisions that would limit interchange with a third-party connecting carrier.

MassDOT certifies that it would not conduct freight operations over the Railroad Assets, and therefore, MassDOT's prospective annual common carrier revenues will not result in the creation of a Class I or Class II carrier.

MassDOT states that it anticipates consummating the transaction on or about December 29, 2014, subject to a Board decision on the concurrently filed motion to dismiss. The earliest this transaction may be consummated is November 9, 2014, the effective date of the exemption (30 days after the verified notice 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 October 31, 2014 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35863, 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 MassDOT's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 920, Chicago, IL 60606.

Board decisions and notices are available on our Web site at "WWW.STB.DOT.GOV."

Decided: October 21, 2014.

By the Board,

**Rachel D. Campbell,**

*Director, Office of Proceedings.*

**Raina S. White.**

*Clearance Clerk,*

[FR Doc. 2014-25346 Filed 10-23-14; 8:45 am]

**BILLING CODE 4915-01-P**

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## DEPARTMENT OF THE TREASURY

### Proposed Collection; Comment Request; Small Business Lending Fund (SBLF)

**AGENCY:** Departmental Offices, Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to comment on an extension of an existing information collection, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the Office of the Assistant Secretary for Financial Markets, within the Department of the Treasury, is soliciting comments concerning the New Issue Bond Program and Temporary Credit and Liquidity Program.

**DATES:** Written comments should be received on or before December 23, 2014 to be assured of consideration.

**ADDRESSES:** Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestions for reducing the burden, via the federal eRulemaking portal, <http://www.regulations.gov>, following the instructions for submitting comments; by fax to (202) 622-8722, *Attn:* Request for Comments (SBLF Quarterly Supplemental Reports); or by mail to Office of Domestic Finance, Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220, *Attn:* Request for Comments (SBLF Quarterly Supplemental Reports).

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information should be directed to Manager (Communications, Research and External Affairs), Small Business Lending Fund, Office of Domestic Finance, Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220.

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 1505-0228.

*Title:* Small Business Lending Fund (SBLF) Supplemental Reports.

*Abstract:* Once accepted into the SBLF program, a bank is required to submit a Supplemental Report each quarter. The Supplemental Report serves two purposes.

First, the Quarterly Supplemental Report is used to determine the bank's small business lending baseline. A bank's initial dividend rate is based on the increase in small business lending (over this baseline) in the quarters from October 2010 through September 2013. In addition, a bank's dividend rate is now locked based on the results from its increase or decrease of qualified small business lending (versus the baseline) as of September 30, 2013.

Second, every quarter thereafter, the bank files a Supplemental Report quarterly so that Treasury can assess the change in the small business lending for the previous quarter. That change from

the historical baseline is used to set the dividend rate for the next quarter.

*Type of Review:* Extension of a currently approved collection.

*Affected Public:* Businesses or other for-profits.

*Estimated Number of Respondents:* 288.

*Estimated Annual Hours per Response:* 3.5 hours.

*Estimated Total Annual Burden Hours:* 4,032.

*Request for Comment:* Comments submitted in response to this notice will be summarized and included in the request for Office of Management and Budget approval. All comments will become a matter of public record. The public is invited to submit comments concerning: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Dated: October 21, 2014.

**Brenda Simms,**

*Treasury PRA Clearance Officer.*

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## DEPARTMENT OF VETERANS AFFAIRS

### National Research Advisory Council; Notice of Meeting

The Department of Veterans Affairs (VA) gives notice under the Federal Advisory Committee Act, 5 U.S.C., App. 2, that the National Research Advisory Council will hold a meeting on Wednesday, December 3, 2014, at 1100 First St. NE., 6th floor, Washington, DC. The meeting will convene at 9:00 a.m. and end at 3:00 p.m., and is open to the public. Anyone attending must show a valid photo ID to building security and be escorted to the meeting. Please allow 15 minutes before the meeting begins for this process.

The agenda will include an overview of the research programs of the Office of Research and Development (ORD) (10P9), healthcare ethics review and