

enrolled, youth assigned to the control group will remain eligible for standard VR services and receive information about how to apply to OVR. Youth assigned to the treatment group will open a case with OVR and receive enhanced Transition Exploration (TE) services. Treatment group members will receive services from a specially trained OVR counselor called a Vocational Rehabilitation Counselor-YTED (VRC-YTED) for up to 12 months. Key enhanced services provided by a VRC-

YTED will include career goal development, referral to intensive training programs, referral to other employment-related resources, and intensive engagement and follow up. As part of the TE intervention, OVR will develop strong collaborative relationships with intensive training programs like Job Corps and Year Up to facilitate seamless referrals and cooperation. OVR will also provide counseling on SSI, SSDI, and other benefits with a goal of helping youth to

access them temporarily while pursuing full-time work. The respondents are youth with disabilities who qualify and who are selected by SSA to enroll in YTED.

Correction Notice: SSA published this information collection as Transition Exploration Demonstration (TED), on June 29, 2024, at 89 FR 53472. We are changing the name of the information collection to Youth Transition Exploration Demonstration (YTED).

Modality of completion	Number of respondents	Frequency of response	Total number of respondents	Average burden per response (in minutes)	Total annual burden (hours)	Average theoretical hourly cost*	Total annual opportunity cost**
Informed consent form and release form	700	1	700	10	117	* \$7.25	** \$848
Baseline survey	700	1	700	15	175	* 7.25	** 1,269
12-month follow-up survey	560	1	560	20	187	* 7.25	** 1,356
Qualitative data collection with site staff	18	2	36	68	41	* 31.48	** 1,291
Qualitative data collection with treatment group members	4	3	12	45	9	* 7.25	** 65
Total	1,982	2,008	529	** 4,829

* We based this figure on the average minimum wage, as reported by Pennsylvania's Current data at Department of Labor & Industry data (<https://www.dli.pa.gov/Individuals/Labor-ManagementRelations/llc/Pages/Wage-FAQs.aspx>).

** This figure does not represent actual costs that SSA is imposing on recipients of Social Security payments to complete this application; rather, these are theoretical opportunity costs for the additional time respondents will spend to complete the application. *There is no actual charge to respondents to complete the application.*

Dated: September 27, 2024.

Naomi Sipple,

Reports Clearance Officer, Social Security Administration.

[FR Doc. 2024-22719 Filed 10-1-24; 8:45 am]

BILLING CODE 4191-02-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36810]

The Pittsburgh & Ohio Central Railroad Company—Trackage Rights Exemption—CSX Transportation, Inc.

The Pittsburgh & Ohio Central Railroad Company (POHC), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(7) to acquire trackage rights over approximately 4,640 feet (0.88 miles) of rail line owned by CSX Transportation, Inc. (CSXT), between approximately milepost PLE 5.15 and approximately milepost PLN 0.24, including over a rail bridge (the Common Rail Bridge), to access customers and rail lines on Neville Island, Pa. (the Line).

According to the verified notice, CSXT and POHC are parties by succession to a 1902 trackage rights agreement through purchases, assignments, and assumptions from predecessor railroads. CSXT has agreed to extend POHC's trackage rights over the Line pursuant to an amended and

restated trackage rights agreement (Amended Agreement).¹

The transaction may be consummated on or after October 16, 2024, the effective date of the exemption (30 days after the verified notice was filed).

As a condition to this exemption, any employees affected by the amended trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway—Lease & Operate—California Western Railroad*, 360 I.C.C. 653 (1980). POHC states that, because the Amended Agreement provides for the continuation of existing trackage rights, it does not expect any employees to be adversely affected.

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 9, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36810, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in

¹ POHC submitted a confidential version of the Amended Agreement under seal along with a corresponding motion for protective order, which will be addressed in a separate decision.

writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on POHC's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004.

According to POHC, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: September 26, 2024.

By the Board, Valerie O. Quinn, Acting Director, Office of Proceedings.

Brendetta Jones,
Clearance Clerk.

[FR Doc. 2024-22589 Filed 10-1-24; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2010-0030]

Massachusetts Bay Transportation Authority's Request To Amend Its Positive Train Control System

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of availability and request for comments.