

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.

SUMMARY: This document provides the public with notice that, on September 20, 2024, the Massachusetts Bay Transportation Authority (MBTA) submitted a request for amendment (RFA) to its FRA-certified positive train control (PTC) system to establish a Construction Zone (CZ) during November and December 2024, in order to install Automatic Train Control (ATC) on the final segment of MBTA's Fitchburg Line between CPF-330 and CPF-335. As this RFA may involve a request for FRA's approval of proposed material modifications to an FRA-certified PTC system, FRA is publishing this notice and inviting public comment on MBTA's RFA to its PTC system.

DATES: FRA will consider comments received by October 22, 2024. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

ADDRESSES:

Comments: Comments may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and the applicable docket number. The relevant PTC docket number for this host railroad is Docket No. FRA-2010-0030. For convenience, all active PTC dockets are hyperlinked on FRA's website at <https://railroads.dot.gov/research-development/program-areas/train-control/ptc/railroads-ptc-dockets>. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information.

FOR FURTHER INFORMATION CONTACT:

Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816-516-7168, email: Gabe.Neal@dot.gov.

SUPPLEMENTARY INFORMATION: In general, title 49 United States Code (U.S.C.) section 20157(h) requires FRA to certify that a host railroad's PTC system complies with title 49 Code of Federal Regulations (CFR) part 236, subpart I, before the technology may be operated in revenue service. Before making certain changes to an FRA-certified PTC system or the associated FRA-approved PTC Safety Plan (PTCSP), a host railroad must submit, and obtain FRA's approval of, an RFA to its PTC system or PTCSP under 49 CFR 236.1021.

Under 49 CFR 236.1021(e), FRA's regulations provide that FRA will publish a notice in the **Federal Register** and invite public comment in

accordance with 49 CFR part 211, if an RFA includes a request for approval of a material modification of a signal or train control system. Accordingly, this notice informs the public that, on September 20, 2024, MBTA submitted an RFA to its PTCSP for its Advanced Civil Speed Enforcement System II (ACSES-II), which seeks FRA's approval of MBTA's request to temporarily disable its ACSES-II system to establish a CZ during November and December 2024, in order to install ATC on the final segment of MBTA's Fitchburg Line between CPF-330 and CPF-335. That RFA is available in Docket No. FRA-2010-0030.

Interested parties are invited to comment on MBTA's RFA by submitting written comments or data. During FRA's review of MBTA's RFA, FRA will consider any comments or data submitted within the timeline specified in this notice and to the extent practicable, without delaying implementation of valuable or necessary modifications to a PTC system. See 49 CFR 236.1021; see also 49 CFR 236.1011(e). Under 49 CFR 236.1021, FRA maintains the authority to approve, approve with conditions, or deny a railroad's RFA at FRA's sole discretion.

Privacy Act Notice

In accordance with 49 CFR 211.3, FRA solicits comments from the public to better inform its decisions. DOT posts these comments, without edit, including any personal information the commenter provides, to <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](https://www.regulations.gov). To facilitate comment tracking, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. If you wish to provide comments containing proprietary or confidential information, please contact FRA for alternate submission instructions.

Issued in Washington, DC.

Carolyn R. Hayward-Williams,

Director, Office of Railroad Systems and Technology.

[FR Doc. 2024-22715 Filed 10-1-24; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funding Opportunity for Projects Located Off the Northeast Corridor for the Fiscal Year 2024 Federal-State Partnership for Intercity Passenger Rail Program

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

ACTION: Notice.

SUMMARY: The Federal Railroad Administration has published a Notice of Funding Opportunity (NOFO), which details the application requirements and procedures to obtain grant funding for eligible projects under the Fiscal Year (FY) 2024 Federal-State Partnership for Intercity Passenger Rail Program for Projects Not Located on the Northeast Corridor. The total funding available for awards under this NOFO is up to \$1,057,596,637. The full text of the Notice of Funding Opportunity (NOFO) can be found on FRA's website at <https://railroads.dot.gov/federal-state-partnership-intercity-passenger> and at www.Grants.gov using the funding opportunity ID FR-FSP-24-003.

DATES: Applications for funding under this solicitation are due no later than 11:59 p.m. EST, December 16, 2024. Applications that are incomplete or received after 11:59 p.m. EST, December 16, 2024 will not be considered for funding. See section D of the NOFO for additional information on the application process.

ADDRESSES: Applications must be submitted via www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through www.Grants.gov will be eligible for award. For any supporting application materials that an applicant is unable to submit via www.Grants.gov (such as oversized engineering drawings), an applicant may submit an original and two (2) copies to Office of Rail Program Development, Federal Railroad Administration, 220 Binney Street, Kendall Square, Cambridge, MA 02142. However, due to delays caused by enhanced screening of mail delivered via the U.S. Postal Service, applicants are advised to use other means of conveyance (such as courier service) to ensure timely receipt of materials before the application deadline.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the FRA NOFO Support program staff via email at FRA-NOFO-Support@dot.gov. If additional