

Request for Information

Through this notice, we are soliciting suggestions for potential policy changes and services related to supporting DI beneficiaries, SSI recipients, and disability program applicants in their efforts to return to, remaining in, or enter the labor force. We are also soliciting suggestions for other potential demonstrations. Responses to this request may inform our decisions about future demonstrations and how to design such projects. This notice is for our internal planning purposes only and should not be construed as a solicitation or as an obligation on our part or on the part of any participating Federal agencies. For each proposed idea, please be as clear as possible about:

1. The specific policy goal (*e.g.*, increased labor force participation);
2. The target population (*e.g.*, youth, denied applicants, potential applicants, new beneficiaries, older applicants);
3. The specific statute, regulation, or other policy being suggested for change, if any;
4. The proposed service;
5. The specific reason why the policy change or service is expected to achieve the policy goal for the target population (if available, logic models, theories of change, or other aids and evidence supporting the proposed policy change or service should be included);
6. The specific partnerships (*e.g.*, Department of Labor, State Departments of Education, private employers, legal aid agencies), if any, we should consider to implement the demonstration; and
7. Any changes to our demonstration authorities that would be necessary to test the policy change or service.

Guidance for Submitting Documents

We ask that each respondent include the name and address of his or her institution or affiliation, if any, and the name, title, mailing and email addresses, and telephone number of a contact person for his or her institution or affiliation, if applicable.

Rights to Materials Submitted

By submitting material in response to this notice, you agree to grant us a worldwide, royalty-free, perpetual, irrevocable, nonexclusive license to use the material and to post it publicly. Further, you agree that you own, have a valid license, or are otherwise authorized to provide the material to us. In your response to this notice, you should not provide personally identifiable information or any material you consider confidential or proprietary. We will not provide any compensation for material submitted in response to this notice.

The Acting Commissioner of Social Security, Kilolo Kijakazi, having reviewed and approved this document, has delegated the authority to electronically sign this document to Faye I. Lipsky, who is the primary Federal Register Liaison for SSA, for purposes of publication in the **Federal Register**.

Faye I. Lipsky,

Federal Register Liaison, Office of Legislation and Congressional Affairs, Social Security Administration.

[FR Doc. 2021–20158 Filed 9–16–21; 8:45 am]

BILLING CODE 4191–02–P

SURFACE TRANSPORTATION BOARD

[Docket No. AB 310 (Sub-No. 3X)]

Utah Railway Company— Discontinuance of Service Exemption—in Carbon and Emery Counties, Utah

On August 30, 2021, Utah Railway Company (UTAH), a Class III rail carrier, filed a petition under 49 U.S.C. 10502 for exemption from the prior approval requirements of 49 U.S.C. 10903 to discontinue service over a railroad line between approximately milepost 0.25 near Helper, Utah, in Carbon County and approximately milepost 25.3 near Mohrland, Utah, in Emery County, a distance of approximately 25.05 miles (the Line). The Line traverses U.S. Postal Service Zip Codes 84526, 84501, 84527, and 84528. The Line includes stations at Martin, at milepost 0.8, and Wildcat, at milepost 6.2.

The petition indicates that the Line is stub-ended and only serves a single freight customer, Wildcat Midstream Limited Partnership (Wildcat Midstream).¹ (Pet. 5.) UTAH has agreed to lease the segment between milepost 0.2 and milepost 9.0 to Wildcat Midstream for Wildcat Midstream's use as a private industrial side track. (*Id.* at 3.) Pursuant to that plan, UTAH will continue to move rail cars for Wildcat Midstream over the leased track and will continue to provide common carrier switching service to the interstate rail network over the connecting track between milepost 0.2 and milepost 0.0. (*Id.*)

UTAH asserts that, because it is seeking discontinuance rather than an abandonment, the question of whether the Line contains any federally granted

rights-of-way is inapplicable. (*Id.* at 2.) UTAH also states that any documentation related to title in its possession will be made available to those requesting it. (*Id.*)

As a condition to this exemption, any employee adversely affected by the discontinuance of service shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by December 17, 2021.

Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate. Because there will be environmental review during any subsequent abandonment, this discontinuance does not require an environmental review. See 49 CFR 1105.6(c)(5), 1105.8(b).

Any offer of financial assistance (OFA) for subsidy under 49 CFR 1152.27(b)(2) will be due no later than 120 days after the filing of the petition for exemption, or 10 days after service of a decision granting the petition for exemption, whichever occurs sooner.² Persons interested in submitting an OFA must first file a formal expression of intent to file an offer by September 27, 2021, indicating the intent to file an OFA for subsidy and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(1)(i).

All filings in response to this notice must refer to Docket No. AB 310 (Sub-No. 3X) and should be filed with the Surface Transportation Board via e-filing on the Board's website. In addition, a copy of each pleading must be served on UTAH's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004. Replies to the petition are due on or before October 7, 2021.

Persons seeking further information concerning discontinuance procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245–0238 or refer to the full abandonment and discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis at (202) 245–0294. Assistance for the hearing impaired is available

¹ UTAH refers to the shipper as Wildcat Midstream Partners, LLC, but in a support letter attached to the petition the shipper calls itself Wildcat Midstream Limited Partnership. (Pet. 3, Ex. E.)

² The filing fee for OFAs can be found at 49 CFR 1002.2(f)(25).

through the Federal Relay Service at (800) 877-8339.

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

Decided: September 14, 2021.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2021-20222 Filed 9-16-21; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 34495 (Sub-No. 1)]

Buckingham Branch Railroad Company—Acquisition and Operation Exemption with Interchange Commitment—CSX Transportation, Inc.

Buckingham Branch Railroad Company (BBRC), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire from CSX Transportation, Inc. (CSXT), and continue to operate approximately 164.22 miles of railroad line, referred to as Segment 3, between approximately milepost 276.0 in Clifton Forge in Allegheny County, Va., and milepost 111.78 at Doswell in Hanover County, Va. (the Line).¹

The verified notice indicates that BBRC has leased and operated the Line (as part of a longer line between AM Junction, near Richmond, and Clifton Forge) since 2005. According to the verified notice, BBRC and CSXT have agreed to convert BBRC's current leasehold interest in the Line into a permanent, exclusive rail freight operating easement. The verified notice states that BBRC and CSXT will enter into, among other things, a Permanent Easement Agreement and an amended Freight Operating Agreement and will also terminate their existing lease agreement with respect to Segment 3. The verified notice further states that the amended Freight Operating Agreement between BBRC and CSXT contains an interchange commitment that affects interchange with carriers other than CSXT. The affected interchanges are with Norfolk Southern Railway Company at Charlottesville, Va., and at Waynesboro, Va. BBRC has provided additional information regarding the interchange commitment as required by 49 CFR 1150.43(h).

BBRC certifies that its projected annual revenues as a result of this transaction will not result in BBRC's

becoming a Class II or Class I rail carrier, but its projected annual revenues will exceed \$5 million. Pursuant to 49 CFR 1150.42(e), if a carrier's projected annual revenues will exceed \$5 million, it must, at least 60 days before the exemption becomes effective, post a notice of its intent to undertake the proposed transaction at the workplace of the employees on the affected lines, serve a copy of the notice on the national offices of the labor unions with employees on the affected lines, and certify to the Board that it has done so. Concurrently with its verified notice, however, BBRC filed a petition for waiver of the labor notice requirements. BBRC's waiver request will be addressed in a separate decision.

BBRC states that it expects to consummate the transaction on or sometime after the effective date of the exemption. The Board will establish the effective date in its separate decision on the waiver request.

If the 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 September 24, 2021.

All pleadings, referring to Docket No. FD 34495 (Sub-No. 1), should be filed with the Surface Transportation Board via e-filing on the Board's website. In addition, a copy of each pleading must be served on BBRC's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606.

According to BBRC, 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)(1).

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

Decided: September 13, 2021.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Raina S. White,
Clearance Clerk.

[FR Doc. 2021-20145 Filed 9-16-21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[DOT Docket Number: FAA-2021-0847]

NextGen Advisory Committee; Notice of Public Meeting

AGENCY: Federal Aviation Administration (FAA), Department of Transportation.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a meeting of the NextGen Advisory Committee (NAC).

DATES: The meeting will be held virtually, on October 19, 2021, from 1:00 p.m.–4:30 p.m. EDT. Requests to attend the meeting virtually and request for accommodations for a disability must be received by October 5, 2021. If you wish to make a public statement during the meeting, you must submit a written copy of your remarks by October 5, 2021. Written materials requested to be reviewed by NAC Members before the meeting must be received no later than October 5, 2021.

ADDRESSES: This will be a virtual meeting. Virtual meeting information will be provided upon registration. Information on the NAC, including copies of previous meeting minutes, is available on the NAC internet website at https://www.faa.gov/about/office_org/headquarters_offices/ang/nac/. Members of the public interested in attending must send the required information listed in the **SUPPLEMENTAL INFORMATION** section to 9-AWA-ANG-NACRegistration@faa.gov.

FOR FURTHER INFORMATION CONTACT: Greg Schwab, NAC Coordinator, U.S. Department of Transportation, at gregory.schwab@faa.gov or 202-267-1201. Any requests or questions not regarding attendance registration should be sent to the person listed in this section.

SUPPLEMENTARY INFORMATION:

I. Background

The Secretary of Transportation established the NAC under agency authority in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended, Public Law 92-463, 5 U.S.C. App. 2, to provide independent advice and recommendations to the FAA, and to respond to specific taskings received directly from the FAA. The NAC recommends consensus-driven advice for FAA consideration relating to Air Traffic Management System modernization.

¹ BBRC states that it began operating over the Line in 2004. See *Buckingham Branch R.R.—Lease—CSX Transp.*, FD 34495 (STB served Nov. 5, 2004).