

Method of completion	Number of respondents	Frequency of response	Average burden per response (minutes)	Estimated total annual burden (hours)	Average theoretical hourly cost amount (dollars) *	Total annual opportunity cost (dollars) **
HA-L90 .....	37,265	1	10	6,211	*\$23.47	** \$145,772.17
HA-L90-OP1 .....	500	1	10	83	* 23.47	** 1,948.01
Totals .....	37,765	.....	.....	6,294	.....	** 147,720

\* We based this figure on averaging both the average disability payments based on SSA's current FY 2026 data (Effect of COLA on Average Social Security Benefits), and the average U.S. worker's hourly wages, as reported by Bureau of Labor Statistics data (Occupational Employment and Wage Statistics).  
 \*\* 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.*

**9. Vocational Resource Facilitator Demonstration—0960–0829.** SSA administers the Vocational Resource Facilitator Demonstration (VRFD) under the Interventional Cooperative Agreement Program (ICAP). ICAP allows SSA to partner with various non-federal groups and organizations to advance interventional research connected to the SSI and SSDI programs. VRFD tests the Vocational Resource Facilitator (VRF) intervention, which helps newly injured spinal cord injury or disease (SCI) or brain injury (BI) patients in pursuing their employment goals. The VRFD provides empirical evidence on the impact of the intervention on patients in several critical areas: (1) employment and earnings; (2) SSI and SSDI benefit receipt; and (3) satisfaction and well-being. A rigorous evaluation of VRFD is critical to help SSA and other interested parties assess promising options to improve employment-related outcomes and decrease benefit receipt. The VRFD

evaluation uses a randomized control experimental design that includes one treatment group and one control group. Control group members receive a referral for services to the Division of Vocational Rehabilitation Services (DVRS), New Jersey's state Vocational Rehabilitation agency. The treatment group receives a referral to DVRS and employment services from a resource facilitator (RF). RFs are fully integrated members of clinical teams who engage with injured workers during inpatient rehabilitation about return to work. The central research questions include:

- Was the intervention implemented as planned?
- What are key considerations for scaling up or adopting the VRF model at other facilities?
- What were the impacts of VRF on outcomes of interest?
- Did treatment group members earn or work more than control group members?

- Were treatment group members relatively less likely to apply to or receive SSI or SSDI benefits?
  - Did treatment group members experience greater satisfaction and well-being than control group members?
  - What were the benefits and costs of the demonstration across key groups?
- The proposed public survey data collections supports three components of the planned implementation, impact, and benefit-cost analyses. The data collection efforts provides information that is not available in SSA program records about the characteristics and outcomes of VRFD participants in the treatment and control groups. Respondents are newly injured SCI and BI patients, who will provide written consent before agreeing to participate in the study and are randomly assigned to one of the study groups.

*Type of Request:* Revision of an OMB-approved information collection.

Method of completion	Number of respondents	Frequency of response	Average burden per response (minutes)	Estimated total annual burden (hours)	Average theoretical hourly cost amount (dollars) **	Total annual opportunity cost (dollars) ***
12-month Follow-up Survey .....	90	1	25	38	*\$14.27	** \$542
Staff Interviews with Site Staff .....	12	1	66	13	* 32.66	** 425
Onsite Audit of sample of case files .....	1	1	30	1	* 32.66	** 32.66
Totals .....	103	.....	.....	52	.....	** 1,000

\* We based this figure on disability payments, based on SSA's current management information data (Effect of COLA on Average Social Security Benefits) and on the average U.S. worker's hourly wages, as reported by Bureau of Labor Statistics data (Occupational Employment and Wage Statistics).  
 \*\* 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.*

**Mark Steffensen,**  
*General Counsel, Chief of Law, Policy and Legislative Affairs, Social Security Administration.*  
 [FR Doc. 2026–10316 Filed 5–21–26; 8:45 am]  
**BILLING CODE 4191–02–P**

**SURFACE TRANSPORTATION BOARD**  
**[Docket No. FD 36928]**  
**Unity Line, LLC d/b/a Manitowoc Port & Terminal Railway—Operation Exemption—Rail Lines in Manitowoc County, Wis.**

Unity Line, LLC d/b/a Manitowoc Port & Terminal Railway LLC (MP&TR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to operate approximately 1.5 miles of existing track (the Line) in Manitowoc, Wis. The Line currently serves as

private switching track for MP&TR's affiliate, Briess Industries, Inc. (Briess). The Line has no mileposts.

According to the verified notice, MP&TR will be a new Class III carrier created to operate and provide common carrier railroad service over the Line. MP&TR states that the Line is connected to existing track owned by Wisconsin Central Ltd. (CN/WCL), which operates between Briess's industry track, and CN/WCL's nearby Manitowoc Yard. According to the verified notice, MP&TR expects to enter into an arrangement with CN/WCL to

interchange traffic from the Line and connect it with the national railroad system.

MP&TR certifies that its projected revenues as a result of the transaction will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million per year. MP&TR also certifies that the proposed transaction does not involve any agreement, including any provision that would limit future interchange, with a third-party connecting railroad.

The transaction may be consummated on or after June 5, 2026, 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 May 29, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36928, must be filed with the Surface Transportation Board either via e-filing on the Board’s website or in writing addressed to 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on MP&TR’s representatives, Peter A. Pfohl, Slover & Loftus LLP, 1828 L Street NW, Suite 1000, Washington, DC 20036, and John Duncan Varda, DeWitt LLP, 25 West Main Street, Suite 800, Madison, WI 53703.

According to MP&TR, this transaction 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](http://www.stb.gov).

Decided: May 18, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

**Kenyatta Clay,**

*Clearance Clerk.*

[FR Doc. 2026–10237 Filed 5–21–26; 8:45 am]

**BILLING CODE 4915–01–P**

**SURFACE TRANSPORTATION BOARD**

**30-Day Notice of Intent To Seek Extension of Approval of Collection: Statutory Authority To Preserve Rail Service**

**AGENCY:** Surface Transportation Board.

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

**SUMMARY:** As part of its continuing effort to reduce paperwork burdens, and as required by the Paperwork Reduction Act of 1995 (PRA), the Surface Transportation Board (Board) gives notice of its intent to request from the Office of Management and Budget (OMB) approval without change of the existing collection, Preservation of Rail Service, OMB Control No. 2140–0022, as described below. The Board previously published a notice about this collection in the **Federal Register** on March 20, 2026. That notice allowed for a 60-day public review and comment period. No comments were received.

**DATES:** Comments on this information collection should be submitted by June 22, 2026.

**ADDRESSES:** Written comments should be identified as “Paperwork Reduction Act Comments, Statutory Authority to Preserve Rail Service.” Written comments for the proposed information collection should be submitted via [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). This information collection can be accessed by selecting “Currently under Review—Open for Public Comments” or by using the search function. As an alternative, written comments may be directed to the Office of Management and Budget, Office of Information and Regulatory Affairs, Attention: Yasmine Di Giulio, Surface Transportation Board Desk Officer: by email at [oira\\_submission@omb.eop.gov](mailto:oira_submission@omb.eop.gov); by fax at

(202) 395–1743; or by mail to 725 17th Street NW, Washington, DC 20503.

Please also direct comments to Chris Oehrle, PRA Officer, Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001 and to [PRA@stb.gov](mailto:PRA@stb.gov). For further information regarding this collection, contact Michael Higgins, Deputy Director, Office of Public Assistance, Governmental Affairs (OPAGAC), and Compliance, at (202) 245–0284 or [michael.higgins@stb.gov](mailto:michael.higgins@stb.gov). Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877–8339.

**SUPPLEMENTARY INFORMATION:** Comments are requested concerning each collection as to (1) whether the particular collection of information is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility; (2) the accuracy of the Board’s burden estimates; (3) ways to enhance the quality, utility, and clarity of the information collected; and (4) ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology, when appropriate. Submitted comments will be included and summarized in the Board’s request for OMB approval.

**Subjects:** In this notice, the Board is requesting comments on the extension of the following information collection:

**Description of Collection**

*Title:* Preservation of Rail Service.  
*OMB Control Number:* 2140–0022.  
*STB Form Number:* None.

*Type of Review:* Extension without change.

*Respondents:* Affected shippers, communities, or other interested persons seeking to preserve rail service over rail lines that are proposed or identified for abandonment, and railroads that are required to provide information to the offeror or applicant: Approximately 25.

*Frequency:* On occasion, as follows:

TABLE—NUMBER OF YEARLY RESPONSES

Type of filing	Estimated annual average number of filings (2023–2025)
Offer of Financial Assistance (and related filings) .....	2
Request for Public Use Condition .....	1
Feeder Line Application .....	1
Trail Use Request (with extensions) .....	23