U.S.C. 552a(o) for the class of matching programs that meet all of the eligibility criteria defined in OMB Memorandum M–25–32, *Preventing Improper Payments and Protecting Privacy through Do Not Pay,* Appendix II.

This matching program will remain in effect through September 10, 2029.

Participating Agencies

The U.S. Department of State and the U.S. Department of the Treasury, Bureau of Fiscal Service.

Authority for Conducting the Matching Program

The Payment Integrity Information Act of 2019 (31 U.S.C. 3351 *et seq.*) establishes the DNP Initiative and requires, for the purposes of identifying and preventing improper payments, each executive agency to have access to, and use of, the relevant databases in DNP to verify payment or award eligibility. Additional applicable authorities for this matching program include Executive Order 13520, Reducing Improper Payments (74 FR 62201); Executive Order 14249, Protecting America's Bank Account Against Fraud, Waste, and Abuse (90 FR 14011); and OMB Memorandum M–25–32, Preventing Improper Payments and Protecting Privacy Through Do Not Pay. The records used in this matching program are maintained pursuant to 22 U.S.C. 2651a (Organization of the Department of State*);* 22 U.S.C. 3921 (Management of service); 5 U.S.C. 301 (Management of the Department of State); 22 U.S.C. 4042 (Maintenance of the Foreign Service Retirement and Disability Fund); 42 U.S.C. 653 (the Personal Responsibility and Work Opportunity Reconciliation Act of 1996); 5 U.S.C. 5501–5584 (Pay Administration); and 31 U.S.C. 901–903 (Agency Chief Financial Officers).

Purpose(s)

The purposes of this matching program are to identify and prevent improper payments and conduct related recovery activities by verifying, prior to payment certification, eligibility for monthly annuity and beneficiary payments to former Foreign Service personnel. Data elements that are necessary for eligibility determinations for this program will be compared with records in the DNP working system. When there is a match between a record provided by the Department and a record in the DNP Working System, the Treasury will provide the Department with notice of a potentially matching record and will identify the database(s) that contain the potentially matching record(s). The Department will then review the information to determine whether additional action is needed.

Categories of Individuals

Current and former Department of State Foreign Service employees, and their beneficiaries, who receive a monthly annuity or beneficiary payment.

Categories of Records

The Department will disclose to Treasury the following data elements: payee full legal name and Taxpayer Identification Number. Treasury, through the Do Not Pay (DNP) Working System, will compare the Department's disclosed data elements against the following categories of records and data sources:

- *Deceased Status verification records*, including the American InfoSource (AIS) Obituary & Probate (Commercial) database, the Social Security Administration Death Master File—Full (DMF–Full), and Department of State Death Data, each containing the data elements TIN and Awardee/Payee Name; and
- *Federal Debt Status verification records*, including the Treasury Offset Program (TOP) Debt Check, containing the data elements TIN and Awardee/Payee Name.

When a comparison of these records results in a potential match, Treasury will notify the Department and identify the database(s) containing the potentially matching record(s). The Department will then independently review and verify the match, consistent with 5 U.S.C. § 552a(p)(1)(A), before taking any action affecting a payee's annuity or beneficiary payment, including providing notice and an opportunity to contest any adverse finding consistent with 5 U.S.C. § 552a(p)(1)(B).

System(s) of Records

Treasury will use the system of records entitled, ''Department of Treasury, Bureau of the Fiscal Service .017–Do Not Pay Payment Verification Records,'' last published in full in the **Federal Register** on February 27, 2020 (85 FR11776).

The Department will disclose data from the system of records entitled, State-30, Personnel Payroll Records, last published in full in the **Federal Register** on October 2, 1975 (40 FR 4758, as amended by 63 FR 7039 and 91 FR 9684).

Timothy J. Kootz,

Deputy Assistant Secretary, Shared Knowledge Services (A/SKS), U.S. Department of State,

[FR Doc. 2026–18801 Filed 9–14–26; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. AB 55 (Sub-No. 827X)]

CSX Transportation, Inc.—Abandonment Exemption—in Anne Arundel County, Md.

CSX Transportation, Inc. (CSXT), has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon an approximately 0.72-mile rail line between milepost BBR 6.89 to milepost BBR 7.61, on its Northeast Region, Baltimore Terminal Subdivision Division, in Anne Arundel County, Md. (the Line). There are no stations on the Line. The Line traverses U.S. Postal Service Zip Code 21226.

CSXT has certified that: (1) no local traffic has moved over the Line during the past two years; (2) any overhead traffic can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government on behalf of such user) regarding cessation of service over the Line is pending with either the Surface Transportation Board (Board) or any U.S. District Court or has been decided in favor of a complainant within the two-year period prior to the filing of the notice; and (4) the requirements at 49 CFR 1105.7(b) and 1105.8(c) (notice of environmental and historic reports), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to government agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment 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). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received,[1]

[1] Persons interested in submitting an OFA must first file a formal expression of intent to file an

Continued

this exemption will be effective on October 15, 2026, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,[2] formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2), and interim trail use/railbanking requests under 49 CFR 1152.29 must be filed by September 25, 2026.[3] Petitions to reopen and requests for public use conditions under 49 CFR 1152.28 must be filed by October 5, 2026.

All pleadings, referring to Docket No. AB 55 (Sub-No. 827X), 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 CSXT's representative, Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

If the verified notice contains false or misleading information, the exemption is void ab initio.

CSXT has filed a combined environmental and historic report that addresses the potential effects, if any, of the abandonment on the environment and historic resources. OEA will issue a Draft Environmental Assessment (Draft EA) by September 18, 2026. The Draft EA will be available to interested persons on the Board's website, by writing to OEA, or by calling OEA at (202) 245–0294. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245. Comments on environmental or historic preservation matters must be filed within 15 days after the Draft EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/railbanking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by CSXT's filing of a notice of consummation by September 15, 2027, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

offer, indicating the type of financial assistance they wish to provide (*i.e.*, subsidy or purchase) and demonstrating that they are preliminarily financially responsible. *See* 49 CFR 1152.27(c)(2)(i).

[2] The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. *See Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

[3] Filing fees for OFAs and trail use requests can be found at 49 CFR 1002.2(f)(25) and (27), respectively.

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

Decided: September 10, 2026.

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

Regena Smith-Bernard,

Clearance Clerk.

[FR Doc. 2026–18785 Filed 9–14–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2026–1024]

Agency Information Collection Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by November 16, 2026.

ADDRESSES: You may submit comments identified by DOT Docket ID Number FHWA–2026–1024 by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to *http://www.regulations.gov*. Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Seema Javeri, *Seema.Javeri@dot.gov,* (202) 836–3554, Office of Infrastructure, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: State Transportation Roadway Innovation Deployment Excellence (STRIDE) Program Proposals, Annual Reports, and Final Reports.

Background: The proposed State Transportation Roadway Innovation Deployment Excellence (STRIDE) Program would be administered by the Federal Highway Administration (FHWA) under the Technology and Innovation Deployment Program (TIDP), authorized by 23 U.S.C. 503(c). TIDP supports the implementation and adoption of innovations across highway transportation, including planning, financing, operations, structures, rights-of-way, materials, pavements, environmental activities, construction, and project delivery. Subject to final program approval and the availability of funds, the STRIDE Program will make TIDP funding available to accelerate the implementation and adoption of the following:

- Innovations promoted under Every Day Counts Round 8 (EDC–8); and
- Other nationally significant highway innovations consistent with the U.S. Department of Transportation's strategic priorities and applicable statutory requirements.

Respondents: Eligible applicants and recipients are the transportation departments or equivalent transportation agencies of the 50 States, the District of Columbia, and Puerto Rico. Metropolitan planning organizations, local governments, Tribal governments, Federal Land Management Agencies, and other entities may participate as subrecipients through an eligible State DOT, subject to the requirements set forth in the final STRIDE program guidance. The State DOT would remain the direct applicant and recipient of federal-aid funds. FHWA estimates that about 35 applicants would submit project proposals in each application cycle.

Frequency: Applicants would submit project proposals during the established STRIDE application period. Selected recipients are required to submit an annual progress report for each active project and one final report following project completion.

Estimated Average Burden per Response: FHWA estimates an average burden of:

- 10 hours to prepare and submit each project proposal;