

collection techniques or other forms of information technology. Mail, e-mail, or fax your comments and recommendations on the information collection to the OMB Desk Officer and SSA Reports Clearance Officer to the following addresses or fax numbers.

(OMB), Office of Management and Budget, Attn: Desk Officer for SSA.

Fax: 202-395-6974. E-mail address: [OIRA\\_Submission@omb.eop.gov](mailto:OIRA_Submission@omb.eop.gov).

(SSA), Social Security Administration, DCBFM, Attn: Reports Clearance Officer, 1333 Annex Building, 6401 Security Blvd., Baltimore, MD 21235. Fax: 410-965-6400. E-mail address: [OPLM.RCO@ssa.gov](mailto:OPLM.RCO@ssa.gov).

SSA has submitted the information collection listed below to OMB for clearance. Your comments on the information collection would be most useful if OMB and SSA receive them within 30 days from the date of this publication. To be sure we consider your comments, we must receive them no later than November 22, 2010. You can obtain a copy of the OMB clearance package by calling the SSA Reports Clearance Officer at 410-965-8783 or by writing to the above e-mail address.

**Benefit Offset National Demonstration—0960-NEW.** SSA is undertaking the Benefit Offset National Demonstration (BOND)—a demonstration and evaluation of policy

changes and services on the Social Security Disability Insurance (SSDI) program—in an effort to produce strong evidence about the effectiveness of potential solutions that would improve the historically very low rate of return to work among SSDI beneficiaries. Under current law, Social Security beneficiaries lose their SSDI benefit if they have earnings and/or work activity above the threshold of Substantial Gainful Activity after completing the Trial Work Period and two-month grace period. The benefit-offset component of this demonstration will reduce benefits by \$1 for each \$2 in earnings above the BOND threshold, resulting in a gradual reduction in benefits as earnings increase.

The experimental design for BOND will test a benefit offset alone and in conjunction with enhanced work incentives counseling. The central research questions include:

- What is the effect of the benefit offset alone on employment and other outcomes?
- What is the effect of the benefit offset in combination with enhanced work incentives counseling on employment and other outcomes?

The proposed public survey data collections will have four components—an impact study, a cost-benefit analysis, a participation analysis, and a process

study. The data collections are a primary source for data to measure the effects of a more generous benefit offset and the provision of enhanced work incentives counseling on SSDI beneficiaries' work efforts and earnings. Ultimately, these data will benefit researchers, policy analysts, policy makers and the United States Congress in a wide range of program areas. The effects of BOND on the well-being of SSDI beneficiaries could manifest themselves in many dimensions and could be relevant to an array of other public programs. This project offers the first opportunity to obtain reliable measures of these effects based upon a nationally representative sample. The long-term indirect benefits of this research are therefore likely to be substantial. Respondents are SSDI beneficiaries and concurrent SSDI and Supplemental Security Income beneficiaries who we randomly assign to the study (Stage 1), and SSDI beneficiaries who agree to participate in the study (Stage 2).

**Type of Request:** Request for a new information collection.

**Note:** This is a correction notice. We updated the burden figures, shown below, since we published the 60-day **Federal Register** Notice for this collection on August 12, 2010 at 75 FR 49013.

Survey	Number of respondents	Frequency of response	Number of responses	Average burden per response (minutes)	Total annual burden (hours)
Participation Agreement .....	12,600	1	12,600	20	4,200
Baseline Survey .....	12,600	1	12,600	41	8,610
Interim Survey .....	10,080	1	10,080	29	4,872
Stage 1 36-month Survey .....	8,000	1	8,000	49	6,533
Stage 2 36-month Survey .....	10,080	1	10,080	60	10,080
Enhanced Work Incentives Assessment .....	3,000	1	3,000	35	1,750
Key Informant Interviews .....	100	7	700	60	700
Stage 2 Participant Focus Groups .....	600	1	600	90	900
<b>Totals .....</b>	<b>57,060</b>	<b>.....</b>	<b>57,660</b>	<b>.....</b>	<b>37,645</b>

Dated: October 15, 2010.

**Faye Lipsky,**

*Reports Clearance Officer, Center for Reports Clearance, Social Security Administration.*

[FR Doc. 2010-26384 Filed 10-20-10; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB 33 (Sub-No. 289X)]

#### Union Pacific Railroad Company— Abandonment Exemption—in Pulaski County, AR

Union Pacific Railroad Company (UP) filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon a 4.04-mile portion of its Camp Robinson Spur extending from milepost 345.64 to the end of the line at milepost 349.68,

in Pulaski County, Ark.<sup>1</sup> The line traverses United States Postal Service Zip Code 72118.

UP has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line to be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within

<sup>1</sup> On October 7, 2010, UP supplemented its notice of exemption.

the 2-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line—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, this exemption will be effective on November 20, 2010, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>2</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>3</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by November 1, 2010. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by November 10, 2010, with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001.

A copy of any petition filed with the Board should be sent to UP's representative: Mack H. Shumate, Jr., Senior General Attorney, Union Pacific Railroad Company, 101 N. Wacker Drive, #1920, Chicago, IL 60606–1718.

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

UP has filed a combined environmental and historic report which addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by October 26, 2010. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423–0001) or by calling OEA, at (202) 245–0305. [Assistance for the hearing

impaired is available through the Federal Information Relay Service (FIRS) at 1–800–877–8339.] Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

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

Pursuant to the provisions of 49 CFR 1152.29(e)(2), UP 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 UP's filing of a notice of consummation by October 21, 2011, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: October 18, 2010.

By the Board.

**Rachel D. Campbell,**

*Director, Office of Proceedings.*

**Andrea Pope-Matheson,**

*Clearance Clerk.*

[FR Doc. 2010–26543 Filed 10–20–10; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB 55 (Sub-No. 703X)]

#### **CSX Transportation, Inc.— Abandonment Exemption—in Chesterfield and Darlington Counties, SC**

On October 1, 2010, CSX Transportation, Inc. (CSXT), filed with the Surface Transportation Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a 2.71-mile line of railroad on its Southern Region, Florence Division, Hamlet Subdivision, between milepost SJ 304.75, at Tabernacle Road, and milepost SJ 307.46, at Bobo Newsome Highway, in Chesterfield and Darlington Counties, S.C. (the line). The line traverses United States Postal Service Zip Codes 29101 and 29550 and includes stations at Darlco, FSAC 71202366, OPSP 2638, milepost SJ 306, and Robinson, FSAC 71202370, OPSP 2640, milepost SJ 307.

In addition to an exemption from the prior approval requirements of 49 U.S.C. 10903, CSXT seeks an exemption from 49 U.S.C. 10904 (offer of financial assistance procedures). In support,

CSXT states that, following abandonment of the line, CSXT intends to reclassify the line as spur track and sell or lease it to Progress Energy Carolinas, Inc. (PEC), the sole shipper on the line, which will then use the line for expanded intra-plant operations. This request will be addressed in the final decision. In order to facilitate the reclassification of the line as spur track and the subsequent sale or lease of the line to PEC, CSXT has requested that the Board condition the abandonment upon CSXT and PEC entering an agreement providing for the sale or lease of the line from CSXT to PEC within 30 days after CSXT has consummated the abandonment and reclassified the line as spur track. This request will also be addressed in the final decision.

The line does not contain federally granted rights-of-way. Any documentation in CSXT's possession concerning this matter will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuing this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by January 19, 2011.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a \$1,500 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than November 10, 2010. Each trail use request must be accompanied by a \$250 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to Docket No. AB 55 (Sub-No. 703X), and must be sent to: (1) Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001; and (2) Louis E. Gitomer, Law Offices of Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204. Replies to CSXT's petition are due on or before November 10, 2010.

Persons seeking further information concerning abandonment procedures

<sup>2</sup> 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.

<sup>3</sup> Each OFA must be accompanied by the filing fee, which is currently set at \$1,500. See 49 CFR 1002.2(f)(25).