

policy and interpretations that we have adopted relating to the Federal Old Age, Survivors, and Disability Insurance program, and Supplemental Security Income (SSI) program. We may base SSRs on determinations or decisions made as part of our administrative review process, Federal court decisions, decisions of our Commissioner, opinions from our Office of the General Counsel, or other interpretations of law and regulations. Although SSRs do not have the same force and effect as law on the public, they are binding on all SSA components in accordance with 20 CFR 402.160(b)(1).

By this notice we are rescinding the following SSRs:

- SSR 83–33: Titles II and XVI: Determining Whether Work Is Substantial Gainful Activity—Employees;
- SSR 83–34: Titles II and XVI: Determining Whether Work Is Substantial Gainful Activity—Self-Employed Persons;
- SSR 83–35: Titles II and XVI: Averaging of Earnings in Determining Whether Work Is Substantial Gainful Activity;
- SSR 84–25: Titles II and XVI: Determination of Substantial Gainful Activity If Substantial Work Activity Is Discontinued or Reduced—Unsuccessful Work Attempt; and
- SSR 84–26: Titles II and XVI: Deducting Impairment-Related Work Expenses From Earnings In Determinations As To Substantial Gainful Activity Under Titles II And XVI And As To Countable Earned Income Under Title XVI.

These SSRs were published in the early 1980s as policy interpretations binding on all components of the agency. We are rescinding these SSRs which address unsuccessful work attempts and substantial gainful activity (SGA) because they contain information that has since been updated, clarified, or has become obsolete by our regulations:

- SSR 83–33; SSR 83–34; SSR 83–35; and SSR 84–25 are outdated due to the final rules at 20 CFR 404.1574, 404.1574a, 404.1574(c), 404.1575, 404.1575(d), 416.974, 416.974a, 416.974(c), 416.975, and 416.975(c). These regulations remove the additional conditions that we used when we evaluate SGA and work attempts in employment or self-employment.¹
- SSR 84–26 is obsolete because it was incorporated into 20 CFR 404.1576 and 416.976 by a final rule in May 1983.² In 2000, 20 CFR 416.976 was

later updated by a final rule to remove references to the Trial Work Period and Reentitlement period from SSI disability.³

As such, these SSRs are outdated or obsolete.

We are also rescinding these SSRs as part of the agency's compliance with Executive Order 14192, *Unleashing Prosperity through Deregulation*, which directs agencies to rescind as appropriate sub-regulatory guidance documents.

Frank Bisignano,

Commissioner, Social Security Administration.

[FR Doc. 2025–09554 Filed 5–27–25; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. AB 55 (Sub-No. 821X)]

CSX Transportation, Inc.—Discontinuance of Service Exemption—in Chesterfield County, S.C.

CSX Transportation, Inc. (CSXT), has filed a verified notice of exemption under 49 CFR part 1152 subpart F—Exempt Abandonments and Discontinuances of Service to discontinue service over an approximately 5.75-mile rail line on its Southeast Division, Hamlet Subdivision from milepost SJ 299 to milepost SJ 304.75, in Chesterfield County, S.C. (the Line). The Line traverses U.S. Postal Service Zip Code 29101.

CSXT has certified that: (1) no local traffic has moved over the Line for at least two years; (2) any overhead traffic can be and has been rerouted over other lines; (3) no formal complaint filed by a user of rail service on the Line (or 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 or any U.S. District Court or has been decided in favor of a complainant within the two-year period; and (4) the requirements at 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 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). 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) ¹ to subsidize continued rail service has been received, this exemption will be effective on June 27, 2025, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues must be filed by June 6, 2025. Formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2) ² must be filed by June 9, 2025.³ Petitions for reconsideration must be filed by June 17, 2025.

All pleadings, referring to Docket No. AB 55 (Sub-No. 821X), 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. A copy of each pleading filed with the Board must be sent to 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.

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

Decided: May 22, 2025.

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

Brendetta Jones,
Clearance Clerk.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Intent To Prepare an Environmental Impact Statement in Arizona

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (USDOT).

¹ Persons interested in submitting an OFA to subsidize continued rail service must first file a formal expression of intent to file an offer, indicating the intent to file an OFA for subsidy and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

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

³ Because this is a discontinuance proceeding and not an abandonment, interim trail use/railbanking and public use conditions are not appropriate. Because there will be an environmental review during abandonment, this discontinuance does not require environmental review.

¹ 81 FR 71367 (Oct. 17, 2016) and 65 FR 42772 (July 11, 2000).

² 48 FR 21931 (May 16, 1983).

³ 65 FR 42772 (July 11, 2000).