and stakeholder feedback in an efficient, timely manner in accordance with the Administration's commitment to improving customer service delivery as discussed in Section 280 of OMB Circular A–11 at *https://www.whitehouse.gov/wp-content/uploads/2018/06/s280.pdf.*

As discussed in the OMB guidance, agencies should identify their highest-impact customer journeys (using customer volume, annual program cost, and/or knowledge of customer priority as weighting factors) and select touchpoints/transactions within those journeys to collect feedback.

The agency will use these results to improve the delivery of Federal services and programs. It will also provide government-wide data on customer experience that can be displayed on *www.performance.gov* to help build transparency and accountability of Federal programs to the customers they serve.

As a general matter, these information collections will not result in any new system of records containing privacy information and will not ask questions of a sensitive nature, such as sexual behavior and attitudes, religious beliefs, and other matters that are commonly considered private.

The Social Security Administration will only submit collections if they meet the following criteria.

- The collections are voluntary;
- The collections are low-burden for respondents (based on considerations of total burden hours or burden-hours per respondent) and are low-cost for both the respondents and the Federal Government;
- The collections are non-controversial and do not raise issues of concern to other Federal agencies;
- Any collection is targeted to the solicitation of opinions from respondents who have experience with the program or may have experience with the program in the near future;
- Personally identifiable information (PII) is collected only to the extent necessary and is not retained;
- Information gathered is intended to be used for general service improvement and program management purposes; and
- Upon agreement between OMB and the agency all or a subset of information may be released as part of A–11, Section 280 requirements only on *performance.gov.* Summaries of customer research and user testing activities may be included in public-facing customer journey maps.
- Additional release of data must be done coordinated with OMB.

These collections allow for ongoing, collaborative and actionable communications between the Agency, its customers and stakeholders, and OMB as it monitors agency compliance on Section 280. These responses inform efforts to improve or maintain the quality of service offered to the public. If this information is not collected, vital feedback from customers and stakeholders on services will be unavailable.

The respondents are Individuals and Households, Businesses and Organizations, State, Local or Tribal Government.

Type of Request: Extension of an OMB-approved information collection.

Affected Public: Individuals and households, businesses and organizations, State, Local or Tribal government.

Total Estimated Triennial Number of Respondents: 17,866,680.

Below we provide projected average estimates for the next three years:

Anticipated Annual Respondents: 5,955,560.

Annual Responses: 1,142,475.

Frequency of Response: Once per request.

Average Minutes per Response: 12 minutes (11.51).

Estimated Annual Burden: 384,629 hours.

Mark Steffensen,

General Counsel, Chief of Law, Policy and Legislative Affairs, Social Security Administration.

[FR Doc. 2026–12890 Filed 6–25–26; 8:45 am]

BILLING CODE 4191–02–P

DEPARTMENT OF STATE

[Public Notice: 13052]

Notice of Determinations; Culturally Significant Object Being Imported for Exhibition—Determinations: "Georgia O'Keeffe Architecture" Exhibition

SUMMARY: Notice is hereby given of the following determinations: I hereby determine that a certain object being imported from abroad pursuant to an agreement with its foreign owner or custodian for temporary display in the exhibition ''Georgia O'Keeffe Architecture'' at the Detroit Institute of Arts, Detroit, Michigan, and at possible additional exhibitions or venues yet to be determined, is of cultural significance, and, further, that its temporary exhibition or display within the United States as aforementioned is in the national interest. I have ordered that Public Notice of these determinations be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Reed Liriano, Program Coordinator, Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6471; email: *section2459@state.gov*). The mailing address is U.S. Department of State, L/PD, 2200 C Street, NW (SA–5), Suite 5H03, Washington, DC 20522–0505.

SUPPLEMENTARY INFORMATION: The foregoing determinations were made pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.;* 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236–3 of August 28, 2000, and Delegation of Authority No. 523 of December 22, 2021.

Sherry C. Keneson-Hall,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2026–12982 Filed 6–25–26; 8:45 am]

BILLING CODE 4710–05–P

SURFACE TRANSPORTATION BOARD

[Docket No. EP 748]

Indexing the Annual Operating Revenues of Railroads

The Surface Transportation Board (Board) is publishing the annual deflator factor and inflation-adjusted railroad revenue thresholds for 2025. The deflator factor is used by the railroads to adjust their gross annual operating revenues for classification purposes. This indexing methodology ensures that railroads are classified based on real business expansion and not on the effects of inflation. Classification is important because it determines the extent to which individual railroads must comply with the Board's reporting requirements.

The Board's annual deflator factor is based on the annual average of the Producer Price Index (PPI) industry data for line-haul railroads published by the Bureau of Labor Statistics (BLS) and is used to deflate revenues for comparison with established revenue thresholds.

Application of the annual deflator factors for 2021–2025 results in the following annual revenue thresholds:

RAILROAD REVENUE THRESHOLDS [1]

Year	Factor	Class I	Class II
2021	0.9535	943,898,958	42,370,575
2022	0.8721	1,032,002,719	46,325,455
2023	0.8541	1,053,709,560	47,299,851
2024	0.8375	1,074,600,816	48,237,637
2025	0.8221	1,094,774,354	49,143,204

The annual inflation-adjusted deflator factor and revenue thresholds for 2025 are effective January 1, 2025. Notice of this decision will be published in the **Federal Register**.

Authority: 49 U.S.C. 11142 and 11164.

By the Board, Martin Schlenker, Acting Director, Office of Economics.

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2026–12891 Filed 6–25–26; 8:45 am]

BILLING CODE 4915–01–P

[1] In *Montana Rail Link, Inc., & Wisconsin Central Ltd., Joint Petition for Rulemaking with Respect to 49 CFR part 1201,* 8 I.C.C.2d 625 (1992), the Board's predecessor, the Interstate Commerce Commission, raised the revenue classification level for Class I railroads from $50 million (1978 dollars) to $250 million (1991 dollars), effective for the reporting year beginning January 1, 1992. The Class II threshold was also raised from $10 million (1978 dollars) to $20 million (1991 dollars). In *Montana Rail Link, Inc.—Petition for Rulemaking—Classification of Carriers,* EP 763 (STB served Apr. 5, 2021), the revenue classification level for Class I railroads was raised from $250 million (1991 dollars) to $900 million (2019 dollars), and the Class II threshold was converted and rounded from $20 million (1991 dollars) to $40.4 million (2019 dollars), effective for the reporting year beginning January 1, 2020.

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36918]

900 Conshohocken Rail LLC—Acquisition and Operation Exemption—Rail Line of Cleveland-Cliffs Railways Inc. d/b/a Upper Merion & Plymouth Railroad

900 Conshohocken Rail LLC (Conshohocken Rail), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire an approximately 11-mile rail line in Conshohocken, Pa. (the Line), from Cleveland-Cliffs Railways Inc. d/b/a Upper Merion & Plymouth Railroad (CCRI).[1] The Line does not have assigned mileposts.

According to the verified notice, Conshohocken Rail is a new, noncarrier subsidiary of MLP Ventures, LLC (MLP), that was formed for the purpose of acquiring the Line. The verified notice states that Conshohocken Rail and CCRI have entered an agreement pursuant to which Conshohocken Rail will acquire the Line and provide rail service as needed, either itself or through a contract service provider. The verified notice further states that transaction will be undertaken in connection with MLP's acquisition of the property of an idled steel plate finishing facility owned by Cleveland-Cliffs Plate LLC, an affiliate of CCRI. Conshohocken Rail expects to become a Class III carrier upon consummation of the transaction.

Conshohocken Rail certifies that the proposed acquisition of the Line does not involve an interchange commitment. Conshohocken Rail further certifies that its projected annual revenues as a result of this transaction are not expected to exceed $5 million and that the proposed transaction will not result in Conshohocken Rail becoming a Class I or Class II rail carrier.

The earliest this transaction may be consummated is July 12, 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 July 2, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36918, 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 Conshohocken Rail's representative, Thomas J. Litwiler, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606–3208.

According to Conshohocken Rail, 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).

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

Decided: June 23, 2026.

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

Stefan Rice,

Clearance Clerk.

[FR Doc. 2026–12864 Filed 6–25–26; 8:45 am]

BILLING CODE 4915–01–P

[1] Conshohocken Rail states that the verified notice uses the same description of the Line that has been used in prior transactions involving the Line, and that, as noted in those filings, the description of the Line encompasses certain yard or switching tracks for which Board acquisition approval may not be required. *See, e.g., Upper Merion & Plymouth R.R. Co. LLC—Acquis. & Operation Exemption—Upper Merion & Plymouth R.R. Co.,* FD 34155, slip op. at 1 n.2 (STB served Jan. 10, 2002).

SURFACE TRANSPORTATION BOARD

[Docket No. MCF 21152]

TBL Group, Inc.—Acquisition of Control—Escot Bus Lines, L.L.C.

AGENCY: Surface Transportation Board.

ACTION: Notice tentatively approving and authorizing finance transaction.

SUMMARY: TBL Group, Inc. (TBL Group), a noncarrier holding company that controls multiple interstate motor passenger carriers, has filed an application to acquire control of the primary assets of, or the member interest in, Escot Bus Lines, L.L.C. (Escot), a federally regulated motor passenger carrier. The Board is tentatively approving and authorizing the transaction. If no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments must be filed by July 27, 2026. If any comments are filed, TBL Group may file a reply by August 25, 2026. If no opposing comments are filed by July 27, 2026, this notice shall be effective on July 28, 2026.

ADDRESSES: Comments, referring to Docket No. MCF 21152, may be filed with the Board either via e-filing on the Board's website or in writing addressed to: Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001. In addition, send one copy of comments to TBL Group's representative: Andrew K. Light, Scopelitis, Garvin, Light, Hanson & Feary, P.C., 10 W Market Street, Suite 1400, Indianapolis, IN 46204.