

analyses were performed to develop equations linking expense account groupings with particular measures of railroad activities.

- Annually, in Phase II, URCS takes the aggregated cost data and traffic statistics provided by Class I carriers in their most recent R-1 reports and other reports and disaggregates them by calculating system-average unit costs associated with specific rail activities.
- In Phase III, when movements are costed, URCS takes the unit costs from Phase II and applies them to the characteristics of a particular movement in order to calculate the variable cost of that movement.

The Board initiated this proceeding to address concerns with the make-whole adjustment, which is calculated and applied in Phase III. The make-whole adjustment is intended to recognize the efficiency savings that a carrier obtains in its higher-volume shipments and thus render more appropriate unit costs. The Board questioned whether the current make-whole adjustment best reflects economies of scale as shipment size increases. *Review of the General Purpose Costing System (NPR)*, EP 431 (Sub-No. 4), slip op. at 4 (STB served Feb. 4, 2013); *Review of the General Purpose Costing System (SNPR)*, EP 431 (Sub-No. 4), slip op. at 3-4 (STB served Aug. 4, 2016). The Board noted that, as applied, the make-whole adjustment creates particular types of step functions between shipment sizes by reducing system-average unit costs by various set percentages depending on whether the movement is classified as unit train, multi-car, or single-car. *NPR*, EP 431 (Sub-No. 4), slip op. at 3-4; *SNPR*, EP 431 (Sub-No. 4), slip op. at 4-5. While the current URCS methodology generally reflects economies of scale across those movement classifications, the Board proposed ways to attempt to reflect economies of scale within those movement classifications to better address economies of scale overall.

To address the concerns with the make-whole adjustment, the NPR proposed changes to switching costs related to switch engine minutes, equipment costs for the use of railroad-owned equipment during switching, station clerical costs, and car-mile costs, as well as other related changes to URCS. *NPR*, EP 431 (Sub-No. 4), slip op. at 5-9. The NPR also proposed changes to the LUM cost allocation. *Id.* at 9-10. With respect to switching costs, the NPR proposed to allocate costs on a shipment basis. *Id.* at 5-6.

After reviewing comments in response to the NPR, the Board modified its proposal in the SNPR by changing how the current efficiency

adjustments would be applied to switching costs, railroad-owned equipment costs, station clerical costs, and car-mile costs. *SNPR*, EP 431 (Sub-No. 4), slip op. at 7-20. The SNPR also proposed to address step functions arising from LUM and TM cost allocations. *Id.* at 25-28. With respect to switching costs, the SNPR proposed to implement a new concept called the Carload Weighted Block (CWB) Adjustment, which would incorporate parties' NPR comments that switching costs should be allocated based not just on an event component (the shipment), but on a time component (influenced by the number of cars in a shipment) as well. *Id.* at 9-11.

The Board held a technical workshop regarding the SNPR proposals on September 7, 2016, and then received public comments on October 11, 2016, and reply comments on November 7, 2016.<sup>1</sup> While these comments were not uniformly critical, many stakeholders expressed concerns about various aspects of the SNPR proposals. No commenter supported the CWB Adjustment and several commenters generally opposed other aspects of the SNPR, including proposals to modify the calculation of railroad-owned equipment costs, and car-mile costs.

The Board recognizes and appreciates the substantial effort undertaken by stakeholders in this proceeding to assist the Board in grappling with the complexities of URCS. The Board continues to believe that URCS can be updated to better reflect economies of scale and improve cost allocations. However, the Board has determined that potential refinements of URCS would benefit from additional study and analysis, as most commenters argued. Given the need for further study and analysis to arrive at a more optimal revision of the URCS system, and to also ensure efficient docket management, the Board will not take further action in this proceeding and will discontinue this docket. Any future proposals by the Board to update URCS would be made in a new proceeding.

*It is ordered:*

1. This proceeding is discontinued.
2. Notice of the Board's action will be published in the **Federal Register**.

<sup>1</sup> The following parties filed comments and reply comments on the SNPR in this proceeding: Association of American Railroads (AAR); Highroad Consulting, Ltd. (Highroad); SMART-Transportation Division-New York State Legislative Board (SMART-TD) (reply comments only); Union Pacific Railroad Company (UP); and Western Coal Traffic League (WCTL). Additionally, joint comments and reply comments were filed by the American Chemistry Council and others (referred to collectively as ACC).

3. This decision is effective on its date of service.

By the Board, Board Members Begeman, Fuchs, and Oberman.

**Aretha Laws-Byrum,**  
Clearance Clerk.

[FR Doc. 2019-12241 Filed 6-10-19; 8:45 am]

BILLING CODE 4915-01-P

## TENNESSEE VALLEY AUTHORITY

### Meeting of the Regional Energy Resource Council

**AGENCY:** Tennessee Valley Authority (TVA).

**ACTION:** Notice of meeting.

**SUMMARY:** The TVA Regional Energy Resource Council (RERC) has scheduled a meeting to discuss the 2019 IRP development process, develop the RERC's 2019 IRP recommendation, and identify the challenges and opportunities faced by TVA in developing the 2019 IRP. The RERC was established to advise TVA on its energy resource activities and the priority to be placed among competing objectives and values. Notice of this meeting is given under the Federal Advisory Committee Act (FACA). Members of the TVA Board of Directors also plan to attend portions of this meeting.

**DATES:** The meeting will be held on Wednesday, June 26, 2019, from 12:45 p.m. to 6:00 p.m., EDT, and Thursday, June 27, 2019, from 8:30 a.m. to 2:30 p.m., EDT.

**ADDRESSES:** The meeting will be held at The Read House Hotel, 107 West MLK Boulevard, Chattanooga, Tennessee 37402. An Individual requiring special accommodation for a disability should let the contact below know at least a week in advance.

**FOR FURTHER INFORMATION CONTACT:** Liz Upchurch, 865-632-8305, [efupchurch@tva.gov](mailto:efupchurch@tva.gov).

**SUPPLEMENTARY INFORMATION:** The meeting agenda includes the following:

1. Introductions
2. Overview of the 2019 IRP development process
3. Key steps in moving to a final IRP recommendation
4. A panel discussion on challenges and opportunities identified by the 2019 IRP
5. Public input session
6. Council Discussion and Advice

The RERC, along with members of TVA's Board of Directors, will hear opinions and views of citizens during a public session starting at 5:00 p.m., EDT, lasting up to one hour, on

Wednesday, June 26, 2019. Persons wishing to speak are requested to register at the door between 12:45 p.m. and 3:15 p.m., EDT, on Wednesday, June 26, 2019, and will be called on during the public session. For registered speakers, TVA will set time limits for providing oral comments. Handout materials should be limited to one printed page. Any member of the public is also permitted to leave a written statement with the Council after or in lieu of the member's oral presentation.

Dated: June 4, 2019.

**Joseph J. Hoagland,**

*Vice President, Enterprise Relations and Innovation, Tennessee Valley Authority.*

[FR Doc. 2019-12243 Filed 6-10-19; 8:45 am]

**BILLING CODE 8120-08-P**

## TENNESSEE VALLEY AUTHORITY

### Agency Information Collection Activities: Proposed Collection; Comment Request

**AGENCY:** Tennessee Valley Authority.

**ACTION:** 30-Day notice of submission of information collection approval and request for comments.

**SUMMARY:** This is a request for reinstatement of the Land Use Survey Questionnaire—Vicinity of Nuclear Power Plants (OMB No. 3316-0016) for which approval has expired. The information collection described below will be submitted to the Office of Management and Budget (OMB) at, [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov), for review, as required by the Paperwork Reduction Act of 1995. The Tennessee Valley Authority is soliciting public comments on this proposed collection.

**DATES:** Comments should be sent to the TVA Senior Privacy Program Manager and the OMB Office of Information & Regulatory Affairs, Attention: Desk Officer for Tennessee Valley Authority, Washington, DC 20503, or email: [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov), no later than July 11, 2019.

**ADDRESSES:** Requests for information, including copies of the information collection proposed and supporting documentation, should be directed to the Senior Privacy Program Manager: Christopher A. Marsalis, Tennessee Valley Authority, 400 W Summit Hill Dr. (WT 5D), Knoxville, Tennessee 37902-1401; telephone (865) 632-2467 or by email at [camarsalis@tva.gov](mailto:camarsalis@tva.gov).

**SUPPLEMENTARY INFORMATION:**

*Type of Request:* Reinstatement of a previously approved collection for which approval has expired.

*Title of Information Collection:* Land Use Survey Questionnaire—Vicinity of Nuclear Power Plants.

*OMB Approval Number:* 3316-0016.

*Frequency of Use:* Annual.

*Type of Affected Public:* Individuals or households, farms and business and other for-profit.

*Small Businesses or Organizations Affected:* Yes.

*Federal Budget Functional Category Code:* 271.

*Estimated Number of Annual Responses:* 150.

*Estimated Total Annual Burden Hours:* 75.

*Estimated Average Burden Hours per Response:* .5.

*Need For and Use of Information:*

This survey is used to locate, for monitoring purposes, rural residents, home gardens, and milk animals within a five mile radius of a nuclear power plant. The monitoring program is a mandatory requirement of the Nuclear Regulatory Commission set out in the technical specifications when the plants were licensed.

**Andrea S. Brackett,**

*Director, TVA Cybersecurity.*

[FR Doc. 2019-12272 Filed 6-10-19; 8:45 am]

**BILLING CODE 8120-08-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice for Newark Liberty International Airport, Newark, New Jersey

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** The FAA announces its determination that the noise exposure maps submitted by the Port Authority of New York and New Jersey for Newark Liberty International Airport are in compliance with applicable requirements.

**DATES:** The effective date of the FAA's determination on the noise exposure maps is January 15, 2019.

**FOR FURTHER INFORMATION CONTACT:** Eastern Region Airports Division (AEA-600), Andrew Brooks, Environmental Program Manager, Federal Aviation Administration, AEA-600, 1 Aviation Plaza, Jamaica, New York, 11434, Telephone: (718) 553-3330.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Newark Liberty International Airport under the provisions of 49 U.S.C. 47501

et. seq (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements of 14 CFR part 150, effective January 13, 2004.

Under 49 U.S.C. Section 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as “the Act”), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations during a forecast period that is at least five (5) years in the future, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by the FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the Port Authority of New York and New Jersey. The documentation that constitutes the “Noise Exposure Maps” (NEM) as defined in Section 150.7 includes a 2019 Base Year NEM, Figure 5-1, and a 2024 Future Year NEM, Figure 5-2, located in Chapter 5 of the NEM Report. Details of the NEM contours are provided by Runway end in Figures 5-3 through 5-6 of Chapter 5. The figures contained within Chapter 5 are scaled to fit within the report context; however, the official, to scale, 2019 Base Year NEM and 2024 Future Year NEM are identified as Figures 5-9 and 5-10 and are both located in an attachment to the official NEM Report submittal.

The Noise Exposure Maps contain current and forecast information including the depiction of the airport and its boundaries, the runway configurations, land uses such as single and two-family residential; multi-family residential; mixed residential and commercial; commercial and office; industrial and manufacturing; transportation, parking and utilities; public facilities and institutions; unclassified; open space, cemeteries, and outdoor recreation; vacant land; places of worship; schools; historic