

form unless directed to do so by the Commission.

Needs and Uses: The Commission is requesting approval for this revised collection. In March 2016, the Commission adopted significant reforms to place the universal service support program on solid footing for the next decade to preserve and advance voice and broadband service in areas served by rate-of-return carriers. Connect America Fund; ETC Annual Reports and Certifications; Establishing Just and Reasonable Rates for Local Exchange Carriers; Developing a Unified Intercarrier Compensation Regime, WC Docket Nos. 10–90, 14–58, 07–135, 05–337, 03–109; CC Docket Nos. 01–92, Report and Order, Order and Order on Reconsideration, and Further Notice of Proposed Rulemaking, FCC 16–33 (*2016 Rate-of-Return Reform Order*).

The Commission adopted a voluntary path for rate-of-return carriers to receive model-based support in exchange for making a commitment to deploy broadband-capable networks meeting certain service obligations to a pre-determined number of eligible locations in a state. By creating a voluntary pathway to model-based support, the Commission will spur new broadband deployment in rural areas. In several subsequent orders and public notices, the Commission has further refined this voluntary pathway, and in the December 2018 Rate-of-Return Reform Order, the Commission adopted a second pathway for carriers that did not elect the first pathway. Connect America Fund; ETC Annual Reports and

Certifications; Establishing Just and Reasonable Rates for Local Exchange Carriers; Developing a Unified Intercarrier Compensation Regime, WC Docket Nos. 10–90, 14–58, 07–135, 05–337, 03–109; CC Docket Nos. 01–92, Report and Order, Further Notice of Proposed Rulemaking, and Order on Reconsideration, FCC 18–176 (*December 2018 Rate-of-Return Reform Order*). Additionally, in the *2016 Rate-of-Return Reform Order*, the Commission also adopted reforms to the universal service mechanisms used to determine support for rate-of-return carriers not electing model-based support. Among other such reforms, the Commission adopted an operating expense limitation to improve carriers' incentives to be prudent and efficient in their expenditures, a capital investment allowance to better target support to those areas with less broadband deployment, and broadband deployment obligations to promote "accountability from companies receiving support to ensure that public investment are used wisely to deliver intended results." In the *December 2018 Rate-of-Return Order*, the Commission further modified or, in the case of the capital investment allowance, eliminated these requirements. This information collection addresses the revised burdens associated with those reforms.

Federal Communications Commission.

Marlene Dortch,

Secretary, Office of the Secretary.

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FEDERAL MARITIME COMMISSION

Financial Responsibility for Indemnification of Passengers for Nonperformance of Transportation—Cap Adjustment

AGENCY: Federal Maritime Commission.

ACTION: Notice.

DATES: The Adjusted Cap amount will be effective June 24, 2019.

FOR FURTHER INFORMATION CONTACT: Sandra L. Kusumoto, Director, Bureau of Certification and Licensing, 202–523–5787, skusumoto@fmc.gov.

SUPPLEMENTARY INFORMATION: In accordance with the Final Rule published in the **Federal Register** (FR) of February 27, 2013 (78 FR 13268), the Director, Bureau of Certification and Licensing is required to calculate the Adjusted Cap amount for financial responsibility for indemnification of passengers for nonperformance of transportation and transmit that information to the Commission's Office of the Secretary for publication on the Commission's website and in the **Federal Register**. The cap automatically adjusts every two years after the date the cap reached \$30 million (April 2, 2015), based on changes in the U.S. Bureau of Labor Statistics' (BLS) Consumer Price Index for all Urban Consumers (CPI-U), and is rounded to the nearest \$1 million.

The formula used to determine the percent change is as follows:

$$\text{Percent Change in the Annual CPI-U} = \frac{(\text{Annual CPI-U for 2018} - \text{Annual CPI-U for 2015})}{\text{Annual CPI-U for 2015}} \times 100$$

Based on the percent change calculated, the Escalation Formula for the cap adjustment is calculated. The formula uses a Base Cap of \$30 million

set from April 2, 2015, as the cap upon which all subsequent cap adjustment calculations will be determined. The calculation for the Adjusted Cap is then

rounded to the nearest \$1 million. The following is the Escalation Formula used to determine the Adjusted Cap:

$$\text{Adjusted Cap} = \frac{(\text{Base Cap} \times \text{Change in the Annual CPI-U})}{100} + \text{Base Cap}$$

The index percent change for use in 2019 was calculated to be 5.945 and the Adjusted Cap was calculated to be \$31.8 million. The Adjusted Cap rounded to the nearest \$1 million is \$32 million. The current cap of \$30 million remains in effect until the Adjusted Cap of \$32 million becomes effective. Thereafter and until the next adjustment, the cap for financial responsibility for indemnification of passengers for

nonperformance of transportation shall increase to \$32 million. The next adjustment will be conducted in 2021.

Rachel Dickon,

Secretary.

[FR Doc. 2019–08374 Filed 4–24–19; 8:45 am]

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FEDERAL MARITIME COMMISSION

Notice of Agreements Filed

The Commission hereby gives notice of the filing of the following agreement under the Shipping Act of 1984. Interested parties may submit comments on the agreements to the Secretary by email at Secretary@fmc.gov, or by mail, Federal Maritime Commission,