

accordance with the Banking Bill, in the comment section of their application to SSA.

The enrollment period to apply for access to this new service will open on July 17, 2019, at 6 a.m. EST, and close on July 31, 2019, at 6 p.m. EST. Applications received outside of the stated enrollment period will not receive consideration. Any permitted entity who submits a valid application prior to close of the stated deadline, but is not selected for the initial rollout, will have an opportunity to re-submit a full application and user agreement for the later expanded rollout. However, any permitted entity that does not submit a valid application before the close of the stated July 31, 2019 deadline, will not have the opportunity to apply for the expanded rollout in late 2020, and must wait until the next open enrollment period for which there could be as long as a two-year wait.

For the initial rollout, SSA will select a limited number of permitted entities, based upon the earliest date and time of the receipt by SSA of a fully completed application. SSA will select permitted entities from the following categories:

Financial Institutions⁷ with an estimated annual transaction volume of:

1. One million or less transactions, or
2. 1,000,001 or more transactions.

A service provider, subsidiary, affiliate, agent, subcontractor, or assignee of a financial institution⁸ with an estimated annual transaction volume of:

1. One million or less transactions,
2. 1,000,001 to 500,000,000 transactions, or
3. 500,000,001 to 2,000,000,000 transactions.

Any service provider, subsidiary, affiliate, agent, subcontractor, or assignee of a financial institution selected for the initial rollout may only service up to 20 financial institutions and must adhere to volumes restricted to quarterly prorated amounts until the expanded rollout.

Permitted entities who wish to enroll, must:

entity receives from the Commissioner of Social Security pursuant to this section; and (4) the entity will retain sufficient records to demonstrate its compliance with its certification and section 215 for a period of not less than 2 years. 42 U.S.C. 405b(e)(1)–(3).

⁷ The term “financial institution” has the meaning given the term in section 509 of the Gramm-Leach-Bliley Act (15 U.S.C. 6809).

⁸ Ibid.

- Complete Form SSA–157 (OMB No. 0960–0802), Data Exchange Request Form (DXRF) at <https://www.ssa.gov/dataexchange/documents/ssa-157.pdf> with additional Form SSA–157s for any other financial institutions you will service.

- Instructions for completing the Form SSA–157, including the certification statement within the application, can be found at <https://www.ssa.gov/dataexchange/eCBSV/>.

- Submit the completed document beginning July 17, 2019, at 6 a.m. EST to eCBSV@ssa.gov.

Following the enrollment period, SSA will select and notify the selected permitted entities and provide billing information and the necessary instructions to complete enrollment. Selected permitted entities will be required to complete and sign a User Agreement and a Memorandum of Understanding for reimbursement prior to June 2020. Please note that we are only using Form SSA–157 for the first wave of eCBSV users as a temporary stopgap measure, since we have not yet obtained OMB approval under the Paperwork Reduction Act for the new eCBSV enrollment screens and User Agreement. Future eCBSV users will complete eCBSV screens, the Memorandum of Understanding, and the User Agreement simultaneously; these items will have undergone Paperwork Reduction Act approval by that point.

Fees

The Banking Bill requires SSA to collect 50 percent of the program startup costs prior to developing the eCBSV system.⁹ Therefore, once selected and notified by SSA, permitted entities will receive a bill to pay their prorated portion of 50 percent of the estimated program startup costs within 2 weeks of selection through *Pay.gov*. These funds will be credited to future transactions.

The prorated portion is dependent on the number of permitted entities selected, the estimated annual transaction volumes, and the associated costs. These will be finalized once enrollment ends, and will be provided to the selected permitted entities. Every permitted entity selected will pay an initial administrative fee of \$3,693 and an annual tier-based transaction charge based on their estimated annual volume. The chart below depicts the expected

contribution of 50 percent program startup costs dependent on annual transaction volume. These are subject to change and will be finalized prior to billing.

Annual # of transactions	Charge (subject to change)
1–5,000	\$3,000–\$5,000.
5,001–50,000	\$8,000–\$15,000.
50,001–1,000,000	\$50,000–\$75,000.
1,000,001–500,000,000 ..	\$2.5 million–\$3 million.
500,000,001–2 billion	\$3.5 million–\$5 million.

The permitted entities participating in the initial rollout may be charged the remaining 50 percent program startup costs at rollout, if their tier-based transaction charge was not sufficient to recover the program start-up costs. Again, this is dependent upon the number of permitted entities selected, the estimated annual transaction volumes, and the associated costs at the time of rollout.

Fees charged to expanded rollout permitted entities will include an administrative fee and an annual tier-based transaction charge adjusted based on the new enrollment period. All remaining program start-up costs will be collected from all users during the first year of eCBSV.

Nancy Berryhill,

Acting Commissioner of Social Security.

[FR Doc. 2019–11995 Filed 6–6–19; 8:45 am]

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SOCIAL SECURITY ADMINISTRATION

[Docket No. SSA–2018–0056]

Privacy Act of 1974; System of Records; Correction

AGENCY: Social Security Administration.

ACTION: Notice of a new system of records; correction.

SUMMARY: The Social Security Administration published a System of Records Notice (SORN) in the **Federal Register** on Monday, April 15, 2019 concerning the Mass Emergency Notification System. That document contained an incorrect SORN number. This notice corrects that error.

FOR FURTHER INFORMATION CONTACT: Anthony Tookes, 410–966–0097.

SUPPLEMENTARY INFORMATION:

⁹ 42 U.S.C. 405b(h).

Correction

In the **Federal Register** of April 15, 2019, 84 FR 15275, on page 15275, in the third column, after **SYSTEM NAME AND NUMBER**, “Mass Emergency Notification System (MENS), 60–0383” is corrected to read as “Mass Emergency Notification System (MENS), 60–0386”.

Dated: June 3, 2019.

Mary Ann Zimmerman,

Acting Executive Director, Office of Privacy and Disclosure, Office of the General Counsel.

[FR Doc. 2019–11982 Filed 6–6–19; 8:45 am]

BILLING CODE 4191–02–P

SURFACE TRANSPORTATION BOARD

[Docket No. EP 682 (Sub-No. 10)]

2018 Tax Information for Use in the Revenue Shortfall Allocation Method

AGENCY: Surface Transportation Board.

ACTION: Notice.

SUMMARY: The Board is publishing, and providing the public an opportunity to comment on, the 2018 weighted average state tax rates for each Class I railroad, as calculated by the Association of American Railroads (AAR), for use in the Revenue Shortfall Allocation Method (RSAM).

DATES: Comments are due by July 8, 2019. If any comment opposing AAR’s calculation is filed, AAR’s reply will be due by July 29, 2019. If no comments are filed by the due date, AAR’s calculation of the 2018 weighted average state tax rates will be automatically adopted by the Board, effective July 9, 2019.

ADDRESSES: Comments may be submitted either via the Board’s e-filing format or in traditional paper format. Any person using e-filing should attach a document and otherwise comply with the instructions at the E-Filing link on the Board’s website at <http://www.stb.gov>. Any person submitting a filing in paper format should send an original referring to Docket No. EP 682 (Sub-No. 10) to: Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001.

FOR FURTHER INFORMATION CONTACT: Amy Ziehm, (202) 245–0391. Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877–8339.

SUPPLEMENTARY INFORMATION: The RSAM figure is one of three benchmarks that together are used to determine the reasonableness of a challenged rate under the Board’s *Simplified Standards for Rail Rate Cases*, EP 646 (Sub-No. 1), slip op. at 10 (STB served Sept. 5, 2007),¹ as further revised in *Simplified*

Standards for Rail Rate Cases—Taxes in Revenue Shortfall Allocation Method, EP 646 (Sub-No. 2) (STB served Nov. 21, 2008). RSAM is intended to measure the average markup that the railroad would need to collect from all of its “potentially captive traffic” (traffic with a revenue-to-variable-cost ratio above 180%) to earn adequate revenues as measured by the Board under 49 U.S.C. 10704(a)(2) (*i.e.*, earn a return on investment equal to the railroad industry cost of capital). *Simplified Standards—Taxes in RSAM*, slip op. at 1. In *Simplified Standards—Taxes in RSAM*, slip op. at 3, 5, the Board modified its RSAM formula to account for taxes, as the prior formula mistakenly compared pre-tax and after-tax revenues. In that decision, the Board stated that it would institute a separate proceeding in which Class I railroads would be required to submit the annual tax information necessary for the Board’s annual RSAM calculation. *Id.* at 5–6.

Pursuant to 49 CFR 1135.2, AAR is required to annually calculate and submit to the Board the weighted average state tax rate for each Class I railroad for the previous year. On May 30, 2019, AAR filed its calculation of the weighted average state tax rates for 2018, listed below for each Class I railroad:

WEIGHTED AVERAGE STATE TAX RATES

Railroad	2018 (%)	2017 ² (%)	% Change
BNSF Railway Company	5.312	5.289	0.023
CSX Transportation, Inc	5.238	5.628	–0.390
Grand Trunk Corporation	8.130	7.961	0.169
The Kansas City Southern Railway	5.422	5.409	0.013
Norfolk Southern Combined	5.753	6.194	–0.441
Soo Line Corporation	8.193	8.134	0.059
Union Pacific Railroad Company	5.726	5.666	0.060

Any party wishing to comment on AAR’s calculation of the 2018 weighted average state tax rates should file a comment by July 8, 2019. See 49 CFR 1135.2(c). If any comments opposing AAR’s calculations are filed, AAR’s reply will be due by July 29, 2019. *Id.* If any comments are filed, the Board will review AAR’s submission, together with the comments, and serve a decision within 60 days of the close of

the record that either accepts, rejects, or modifies AAR’s railroad-specific tax information. *Id.* If no comments are filed by July 8, 2019, AAR’s submitted weighted average state tax rates will be automatically adopted by the Board, effective July 9, 2019. *Id.*

Decided: June 4, 2019.

By the Board, Allison C. Davis, Acting Director, Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2019–12058 Filed 6–6–19; 8:45 am]

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¹ *Aff’d sub nom. CSX Transp., Inc. v. STB*, 568 F.3d 236 (D.C. Cir. 2009), *vacated in part on reh’g, CSX Transp., Inc. v. STB*, 584 F.3d 1076 (D.C. Cir. 2009).

² As explained in *Simplified Standards for Rail Rate Cases—2017 RSAM and R/VC*,¹⁸⁰ *Calculations*, EP 689 (Sub-No. 10), slip op. at 1 n.1 (STB served Apr. 22, 2019), adjustments to R–1

reporting schedules were made to remove the accounting impacts of the Tax Cuts and Jobs Act, Public Law 115–97, 131 Stat. 2054 (2017), and that decision stated that the revised schedules impact the weighted average state tax rates for 2017. For RSAM and R/VC¹⁸⁰ calculation purposes, the 2017 adjusted rates for BNSF Railway Company, CSX Transportation, Inc., Norfolk Southern Combined,

and Union Pacific Railroad Company are 5.292%, 5.296%, 5.692%, and 5.672%, respectively. The workpapers for that decision are available on the Board’s website at: https://www.stb.gov/stb/industry/econ_reports.html, under the paragraph titled “Revenue Shortfall Allocation Method (RSAM)” and the “2017 RSAM Computation” hyperlink.