

<https://www.regulations.gov> and at the EPA Region 10 Office (please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section of this preamble for more information).

VI. Statutory and Executive Orders Review

Under the CAA, redesignation of an area to attainment and the accompanying approval of a maintenance plan under section 107(d)(3)(E) are actions that affect the status of a geographical area and do not impose any additional regulatory requirements on sources beyond those imposed by state law. A redesignation to attainment does not in and of itself create any new requirements, but rather results in the applicability of requirements contained in the CAA for areas that have been redesignated to attainment. Moreover, the Administrator is required to approve a SIP submittal that complies with the provisions of the CAA and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submittals, EPA's role is to approve State choices, provided that they meet the criteria of the CAA. Accordingly, this proposed action merely proposes to approve a State plan as meeting Federal requirements and does not impose additional requirements beyond those already imposed by State law. For that reason, this proposed action:

- Is not a "significant regulatory action" subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);

- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);

- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);

- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);

- Does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);

- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);

- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);

- Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and

- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

In addition, the SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, this rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000).

List of Subjects

40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds.

40 CFR Part 81

Environmental protection, Air pollution control, National parks, Wilderness areas.

Authority: 42 U.S.C. 7401 *et seq.*

Dated: April 25, 2022.

Michelle L. Pirzadeh,
Acting Regional Administrator, Region 10.

[FR Doc. 2022-09254 Filed 5-6-22; 8:45 am]

BILLING CODE 6560-50-P

SURFACE TRANSPORTATION BOARD

49 CFR Part 1249

[Docket No. EP 769]

Uniform Railroad Costing System (URCS) Data Reporting

AGENCY: Surface Transportation Board.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Surface Transportation Board proposes a rule to codify a longstanding voluntary practice whereby Class I carriers, through the Association of American Railroads (AAR), have annually reported tare weight and loss and damage data for use in the Board's Uniform Railroad Costing System. Under the Board's proposal, Class I carriers may choose whether to

provide tare weight and loss and damage data through AAR or file the data individually.

DATES: Comments are due by June 13, 2022. Reply comments are due by June 28, 2022.

ADDRESSES: Comments and replies may be filed with the Board via e-filing. Written comments and replies will be posted to the Board's website at www.stb.gov.

FOR FURTHER INFORMATION CONTACT: Pedro Ramirez at (202) 245-0333.

Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877-8339.

SUPPLEMENTARY INFORMATION: The Board is authorized, under 49 U.S.C. 11161, to maintain cost accounting rules for rail carriers. In 1989, the Board's predecessor, the Interstate Commerce Commission, adopted the Uniform Railroad Costing System (URCS) as its general purpose costing system.

Adoption of the Unif. R.R. Costing Sys. as a Gen. Purpose Costing Sys. for All Regul. Costing Purposes, 5 I.C.C.2d 894 (1989), 54 FR 38910 (September 21, 1989). The Board uses URCS for a variety of regulatory functions. URCS is used in rate reasonableness proceedings as part of the initial market dominance determination, and at later stages is used in parts of the Board's determination as to whether the challenged rate is reasonable, and, when warranted, the maximum rate prescription. URCS is also used to, among other things, develop variable costs for making cost determinations in abandonment proceedings, to provide the railroad industry and shippers with a standardized costing model, to cost the Board's Carload Waybill Sample to develop industry cost information, and to provide interested parties with basic cost information regarding railroad industry operations.

As a longstanding practice, the Association of American Railroads (AAR) has collected from Class I carriers, and voluntarily provided annually to the Board, tare weight and loss and damage data for use in URCS. While the Board appreciates AAR's longstanding voluntary practice, to ensure the continued availability of the data, which are essential components of URCS,¹ the Board proposes to formalize that reporting requirement and require Class I carriers to provide tare weight

¹ Tare weights are used in URCS to calculate gross ton-mile costs, while loss and damage data are used to calculate the total variable shipment costs of each rail movement. The Railroad Cost Program User Manual is available on the Board's website at www.stb.gov/reports-data/uniform-rail-costing-system/.

and loss and damage data on an annual basis, as described below. The Board has the statutory authority to obtain data from carriers and associations under 49 U.S.C. 11144 and 11145.

The Board's proposal is consistent with Class I carriers' current and longstanding practice of providing summarized tare weight and loss and damage data to the Board through AAR. AAR's practice has been to provide the average tare weight by AAR car type code² in tons and pounds, as well as the number of cars. Additionally, AAR has historically provided summarized annual loss and damage expenses³ and the number of tons originated by commodity. Class I carriers are required to report, quarterly and annually, the number of tons originated on their rail lines by commodity through the freight commodity statistics (FCS) report. 49 CFR 1248.2. AAR's practice has been to provide the Board with its own version of the FCS report that aggregates data from the Class I carriers. AAR has also provided the loss and damage per ton, which is calculated by dividing loss and damage expenses by the number of tons originated by commodity. The Board proposes that Class I carriers may continue to provide tare weight and loss and damage data in this format.

The Board proposes, as an alternative for Class I carriers, to allow those carriers to individually report tare weight and loss and damage data directly to the Board. Under this option, Class I carriers would provide the tare weight totals by AAR car type code in tons and pounds and the number of cars, and the Board would calculate the average tare weight. For loss and damage data, Class I carriers would provide their total annual loss and damage expenses, number of tons originated, and loss and damage per ton

² AAR car type codes include freight car types and intermodal equipment:

A—Equipped box car, B—Unequipped box car, C—Covered hopper car, D—Locomotive, E—Equipped gondola, F—Flat car, G—Unequipped gondola, H—Unequipped hopper, J—Gondola car, K—Equipped hopper car, L—Special type car, M—Maintenance of way, scale, passenger, caboose, and end-of-train information systems, P—Conventional intermodal car, Q—Lighter weight, low-profile intermodal car, R—Refrigerator car, S—tack car, T—Tank car, U—Container, V—Vehicular flat car, Z—Trailer.

³ Historically, AAR has not reported loss and damage expenses for Grand Trunk Corporation (including U.S. affiliates of Canadian National Railway Company) (CN) and Soo Line Corporation (including U.S. affiliates of Canadian Pacific Railway Company) (CP). As discussed, the Board's proposed rule would require reporting from all Class I carriers either individually or through AAR. The Board's collection of loss and damage expenses from CN and CP for inclusion in URCS, which uses industry-wide loss and damage information, would allow the Board to provide more accurate cost estimates.

by commodity using the specific commodity groupings identified in the Annual Report of Loss and Damage Data (see App. C), and the Board would consolidate the data to calculate the loss and damage per ton for all Class I carriers.

To ensure the timely availability of data for use in URCS, the Board proposes to require Class I carriers, either individually or through AAR, to file the annual tare weight and loss and damage data with the Board within 60 days after the end of each calendar year. Additionally, to facilitate the prompt receipt of 2021 data for use in URCS this year, the Board proposes to require Class I carriers, either individually or through AAR, to file tare weight and loss and damage data for the year 2021 within 30 days of the effective date of the final rule. To provide additional guidance, the Board proposes sample forms in Appendices B (for reporting through AAR) and C (for reporting individually) that Class I carriers may use to file tare weight and loss and damage data. The Board's Office of Economics (OE) would make technical changes to the format of these forms in the future as necessary.⁴

The Board invites comments on the proposed rule. Comments will be due by June 13, 2022; replies will be due by June 28, 2022.

Regulatory Flexibility Act. The Regulatory Flexibility Act of 1980 (RFA), 5 U.S.C. 601–612, generally requires a description and analysis of new rules that would have a significant economic impact on a substantial number of small entities. In drafting a rule, an agency is required to: (1) Assess the effect that its regulation will have on small entities, (2) analyze effective alternatives that may minimize a regulation's impact, and (3) make the analysis available for public comment. Sections 601–604. In its notice of proposed rulemaking, the agency must either include an initial regulatory flexibility analysis, section 603(a), or certify that the proposed rule would not have a “significant impact on a substantial number of small entities,” section 605(b). Because the goal of the RFA is to reduce the cost to small entities of complying with Federal regulations, the RFA requires an agency to perform a regulatory flexibility analysis of small entity impacts only when a rule directly regulates those entities. In other words, the impact must be a direct impact on small entities “whose conduct is circumscribed or mandated” by the proposed rule. *White*

⁴ OE would post the revised templates to the Board's website and so notify the Class I carriers.

Eagle Coop. v. Conner, 553 F.3d 467, 480 (7th Cir. 2009).

The proposed rule would not have a significant impact on a substantial number of small entities within the meaning of the RFA⁵ because it is limited to Class I carriers. Accordingly, the Board certifies under 5 U.S.C. 605(b) that this rule would not have a significant economic impact on a substantial number of small entities as defined by the RFA. A copy of this decision will be served upon the Chief Counsel for Advocacy, Office of Advocacy, U.S. Small Business Administration, Washington, DC 20416.

Paperwork Reduction Act. Under the Paperwork Reduction Act (PRA), 44 U.S.C. 3501–3521, Office of Management and Budget (OMB) regulations at 5 CFR 1320.8(d), and Appendix C, the Board seeks comment about the impact of the new collection for URCS Data Reporting (OMB Control No. 2140–XXXX), concerning: (1) Whether the proposed collection of information, which is further described in the proposed rule below, is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility; (2) the accuracy of the Board's burden estimates; (3) ways to enhance the quality, utility, and clarity of the information collected; and (4) ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology, when appropriate.

The Board estimates that the proposed new requirements would include a total annual hourly burden of 28 hours and a one-time, start-up hourly burden of 63 hours. There are no non-hourly burdens associated with this collection. The Board welcomes comment on the estimates of actual time and costs of the collection, as detailed in Appendix C below. Other information pertinent to this collection is also included in

⁵ For purposes of the RFA analysis, the Board defines a small entity as only including those rail carriers classified as Class III carriers under 49 CFR part 1201, General Instruction 1–1. See *Small Entity Size Standards Under the Regul. Flexibility Act*, EP 719 (STB served June 30, 2016), 81 FR 42566 (June 30, 2016) (with Board Member Begeman dissenting). Class III carriers have annual operating revenues of \$20 million or less in 1991 dollars (\$40,400,000 when adjusted for inflation using 2020 data). Class II carriers have annual operating revenues of less than \$250 million in 1991 dollars (\$900 million when adjusted for inflation using 2020 data). The Board calculates the revenue deflator factor annually and publishes the railroad revenue thresholds on its website. 49 CFR part 1201, General Instruction 1–1; *Indexing the Ann. Operating Revenues of R.Rs.*, EP 748 (STB served July 12, 2021), 86 FR 36590 (July 12, 2021).

Appendix C. The proposed rule will be submitted to OMB for review as required under 44 U.S.C. 3507(d) and 5 CFR 1320.11. Comments received by the Board regarding the information collection will also be forwarded to OMB for its review when the final rule is published.

List of Subjects in 49 CFR Part 1249

Railroads, Reporting and recordkeeping requirements.

It is ordered:

1. The Board requests comments on the proposed rule as set forth in this decision. Comments on are due by June 13, 2022; replies are due by June 28, 2022.

2. Notice of the proposed rule will be published in the **Federal Register**.

3. A copy of this decision will be served upon the Chief Counsel for Advocacy, Office of Advocacy, U.S. Small Business Administration.

4. This decision is effective on its service date.

Decided: April 29, 2022.

By the Board, Board Members Fuchs, Hedlund, Oberman, Primus, and Schultz.

Regena Smith-Bernard,
Clearance Clerk.

■ For the reasons set forth in the preamble, the Surface Transportation

Board proposes to amend title 49, chapter X, subchapter C, of the Code of Federal Regulations by adding part 1249 to read as follows:

PART 1249—REPORTS OF TARE WEIGHT AND LOSS AND DAMAGE DATA

Sec.

1249.1 Annual Report of Tare Weight Data.

1249.2 Annual Report of Loss and Damage Data.

Authority: 49 U.S.C. 1321, 11144, 11145.

§ 1249.1 Annual Report of Tare Weight Data.

Class I carriers, either individually or through the Association of American Railroads (AAR), shall annually file tare weight data, as detailed in the Annual Report of Tare Weight Data, with the Surface Transportation Board's Office of Economics within 60 days after the end of the calendar year. Forms and instructions are available at www.stb.gov and may also be obtained by contacting the Office of Economics.

§ 1249.2 Annual Report of Loss and Damage Data.

Class I carriers, either individually or through AAR, shall annually file loss and damage data, as detailed in the Annual Report of Loss and Damage

Data, with the Surface Transportation Board's Office of Economics within 60 days after the end of the calendar year. Forms and instructions are available at www.stb.gov and may also be obtained by contacting the Office of Economics.

Note: The following appendices will not appear in the Code of Federal Regulations.

Appendix A

Sample Forms for AAR Reporting

Annual Report of Loss And Damage Data Instructions

This report is applicable to all Class I railroads.

1. Update current reporting year.
2. For each standard transportation commodity code (STCC) identified, report total annual loss and damage expenses, the number of tons originated, and the loss and damage per ton.
3. Report the number of tons originated for each commodity for all railroads.
4. The loss and damage per ton is calculated by dividing loss and damage expenses by the number of tons originated by commodity. Round to the thousandths place.
5. For Commodity 49 Hazmat, only report data in the loss and damage column.

BILLING CODE 3510-22-P

SURFACE TRANSPORTATION BOARD

ANNUAL REPORT OF LOSS AND DAMAGE DATA

All Class I Railroads

For the year ending December 31, 20__

STCC	Commodity	Loss & Damage	Number of Tons Originated	Loss & Damage Per Ton
01	FARM PRODUCTS			
	0113 Grains			
	01195 Potatoes			
	012 Fresh Fruits/Tree Nuts			
	013 Fresh Vegetables			
10	METALLIC ORES			
11	COAL			
14	NONMETALLIC MINERALS			
20	FOOD & KINDRED PRODUCTS			
	2011 Fresh Meat			
	202 Dairy Products			
	203 Canned/Preserved Fruits/Vegetable			
	204 Grain Mill Products			
	2041 Flour			
	2042 Prep/Canned Animal Feeds			
	2043 Cereal Preparations			
	2044 Milled Rice/Flour/Meal			
	2045 Prepared Flour			
	2046 Corn Milling Products			
	2062 Sugar, Refined			
	20821 Beer/Ale/Porter/Stout			
	2084 Wines/Brandy/Brandy Spirits			
	20851 Distilled/Blended Liquors			
	209 Misc. Food Preparations			
21	TOBACCO PRODUCTS			
24	LUMBER & WOOD PRODUCTS			
	2421 Lumber/Dimension Stock			
	2432 Veneer/Plywood			
25	FURNITURE & FIXTURES			
26	PULP/PAPER/ALLIED PRODUCTS			
	26211 Newsprint			
	26213 Printing Paper			
	263 Paperboard/Pulpboard/Fiberboard			
	264 Conv. Paper/Paperboard Products			

	26471	Sanitary Tissues/Health Products			
28	CHEMICALS & ALLIED PRODUCTS				
	281	Industrial Chemicals			
	2812	Sodium/Potassium			
	282	Plastic Materials/Synthetic Resins			
	289	Miscellaneous Chemical Products			
29	PETROLEUM & COAL PRODUCTS				
30	RUBBER & MISC. PLASTICS				
	301	Tires/Inner Tubes			
32	STONE/CLAY/GLASS/CONC. PROD.				
	321	Flat Glass			
	3295	Nonmetallic Minerals/Earths			
33	PRIMARY METAL PRODUCTS				
	3312	Primary Iron/Steel Products			
	3352	Aluminum/ABA Basic Shapes			
34	FABRICATED METAL PRODUCTS				
	344	Fabric. Structural Metal Products			
35	MACHINERY, EXCEPT ELECTRIC				
	351	Engines/Turbines			
	352	Farm Machinery/Equipment			
	353	Constr./Mining/Material Handling			
36	ELECTRIC MACH./EQUIP/SUPPLIES				
	361	Electrical Trans./Distr. Equipment			
	363	Household Appliances			
	365	Radio/TV Sets			
37	TRANSPORTATION EQUIPMENT				
	37111	Automobiles			
	37112	Truck Tractors/Trucks			
	3714	Motor Vehicle Parts/Access.			
44	FREIGHT FORWARDER TRAFFIC				
45	SHIPPER ASSN. TRAFFIC				
46	MISC. MIXED SHIPMENTS				
	461	Miscellaneous Mixed Shipments			
	ALL OTHERS				
49	HAZMAT				†

† Do not report tons for Commodity 49 Hazmat.

*Annual Report of Tare Weight Data
Instructions*

1. For each four-digit AAR Car Type Code, report the average tare weight for all Class I

railroads by tons and pounds, and the number of cars.

2. Report detailed data for freight car types and intermodal equipment codes: A, B, C, D,

E, F, G, H, J, K, L, M, P, Q, R, S, T, U, V, and Z.

SURFACE TRANSPORTATION BOARD

ANNUAL REPORT OF TARE WEIGHT DATA

All Class I Railroads

For the year ending December 31, 20__

AAR	Average		Average
Car	Tare		Tare
Type	Weight		Weight
Code	(Tons)	Cars	(Pounds)

Appendix B

Sample Forms for Individual Reporting

Annual Report of Loss And Damage Data Instructions

This report is applicable to all Class I railroads.

1. Update current reporting year.
2. For each standard transportation commodity code (STCC) identified, report total annual loss and damage expenses, the number of tons originated, and the loss and damage per ton.
3. Report the number of tons originated for each commodity for all railroads.
4. The loss and damage per ton is calculated by dividing loss and damage expenses by the number of tons originated by commodity. Round to the thousandths place.
5. For Commodity 49 Hazmat, only report data in the loss and damage column.

SURFACE TRANSPORTATION BOARD

ANNUAL REPORT OF LOSS AND DAMAGE DATA

Railroad: _____

For the year ending December 31, 20__

STCC	Commodity	Loss & Damage	Number of Tons Originated	Loss & Damage Per Ton
01	FARMPRODUCTS			
	0113 Grains			
	01195 Potatoes			
	012 Fresh Fruits/Tree Nuts			
	013 Fresh Vegetables			
10	METALLIC ORES			
11	COAL			
14	NONMETALLIC MINERALS			
20	FOOD & KINDRED PRODUCTS			
	2011 Fresh Meat			
	202 Dairy Products			
	203 Canned/Preserved Fruits/Vegetable			
	204 Grain Mill Products			
	2041 Flour			
	2042 Prep/Canned Animal Feeds			
	2043 Cereal Preparations			
	2044 Milled Rice/Flour/Meal			
	2045 Prepared Flour			
	2046 Corn Milling Products			
	2062 Sugar, Refined			
	20821 Beer/Ale/Porter/Stout			
	2084 Wines/Brandy/Brandy Spirits			
	20851 Distilled/Blended Liquors			
	209 Misc. Food Preparations			
21	TOBACCO PRODUCTS			
24	LUMBER & WOOD PRODUCTS			
	2421 Lumber/Dimension Stock			
	2432 Veneer/Plywood			
25	FURNITURE & FIXTURES			
26	PULP/PAPER/ALLIED PRODUCTS			
	26211 Newsprint			
	26213 Printing Paper			
	263 Paperboard/Pulpboard/Fiberboard			
	264 Conv. Paper/Paperboard Products			
	26471 Sanitary Tissues/Health Products			
28	CHEMICALS & ALLIED PRODUCTS			

	281	Industrial Chemicals			
	2812	Sodium/Potassium			
	282	Plastic Materials/Synthetic Resins			
	289	Miscellaneous Chemical Products			
29	PETROLEUM & COAL PRODUCTS				
30	RUBBER & MISC. PLASTICS				
	301	Tires/Inner Tubes			
32	STONE/CLAY/GLASS/CONC. PROD.				
	321	Flat Glass			
	3295	Nonmetallic Minerals/Earths			
33	PRIMARY METAL PRODUCTS				
	3312	Primary Iron/Steel Products			
	3352	Aluminum/ABA Basic Shapes			
34	FABRICATED METAL PRODUCTS				
	344	Fabric. Structural Metal Products			
35	MACHINERY, EXCEPT ELECTRIC				
	351	Engines/Turbines			
	352	Farm Machinery/Equipment			
	353	Constr./Mining/Material Handling			
36	ELECTRIC MACH./EQUIP/SUPPLIES				
	361	Electrical Trans./Distr. Equipment			
	363	Household Appliances			
	365	Radio/TV Sets			
37	TRANSPORTATION EQUIPMENT				
	37111	Automobiles			
	37112	Truck Tractors/Trucks			
	3714	Motor Vehicle Parts/Access.			
44	FREIGHT FORWARDER TRAFFIC				
45	SHIPPER ASSN. TRAFFIC				
46	MISC. MIXED SHIPMENTS				
	461	Miscellaneous Mixed Shipments			
	ALL OTHERS				
49	HAZMAT				†

† Do not report tons for Commodity 49 Hazmat.

*Annual Report of Tare Weight Data
Instructions*

1. For each four-digit AAR Car Type Code, report the total tare weight in tons and pounds, and the number of cars.

2. Report detailed data for freight car types and intermodal equipment codes: A, B, C, D, E, F, G, H, J, K, L, M, P, Q, R, S, T, U, V, and Z.

SURFACE TRANSPORTATION BOARD

ANNUAL REPORT OF TARE WEIGHT DATA

Railroad: _____

For the year ending December 31, 20__

AAR	Total		Total
Car	Tare		Tare
Type	Weight		Weight
Code	(Tons)	Cars	(Pounds)

BILLING CODE 3510-22-C

Appendix C

Paperwork Reduction Act Collection

Information Collection

Title: Annual Reports of Tare Weight and Loss and Damage Data.

OMB Control Number: 2140-XXXX.

STB Form Number: None.

Type of Review: New collection.

Summary: As part of its continuing effort to reduce paperwork burdens, and as required by the Paperwork Reduction Act of 1995, the Surface Transportation Board gives notice that it is requesting from the Office of Management and Budget approval of a new collection, Annual Reports of Tare Weight and Loss and Damage Data, OMB Control No. 2140-XXXX. The new collection is necessitated by the notice of proposed rulemaking, which proposes to give Class I carriers the option to provide tare weight and loss and damage data to the Board individually.

Respondents: Class I railroads.

Number of Respondents: Seven.

Estimated Time per Response: Four hours, plus a one-time addition of nine start-up hours.

Frequency: Annual.

Total Annual Hour Burden: 49 hours (including the additional 21 hours, which is the estimated 63 start-up hours amortized over the three-year approval period).

Total "Non-hour Burden" Cost: There are no non-hourly burden costs for this collection. The collections may be filed electronically.

Needs and Uses: This collection will be used by the Board in the Uniform Railroad Costing System (URCS). The Board is authorized, under 49 U.S.C. 11161, to maintain cost accounting rules for rail carriers. In 1989, the Board's predecessor, the Interstate Commerce Commission, adopted URCS as its general purpose costing system. *Adoption of the Unif. R.R. Costing Sys. as a Gen. Purpose Costing Sys. for All Regul. Costing Purposes*, 5 I.C.C.2d 894 (1989). The

Board uses URCS for a variety of regulatory functions. URCS is used in rate reasonableness proceedings as part of the initial market dominance determination, and at later stages is used in parts of the Board's determination as to whether the challenged rate is reasonable and, when warranted, the maximum rate prescription. URCS is also used to, among other things, develop variable costs for making cost determinations in abandonment proceedings, to provide the railroad industry and shippers with a standardized costing model, to cost the Board's Carload Waybill Sample to develop industry cost information, and to provide interested parties with basic cost information regarding railroad industry operations.

[FR Doc. 2022-09571 Filed 5-6-22; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 660

[Docket No. 220503-0110; RTID 0648-XB877]

Fisheries Off West Coast States; Coastal Pelagic Species Fisheries; Annual Specifications; 2022-2023 Annual Specifications and Management Measures for Pacific Sardine

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Proposed rule; request for comments.

SUMMARY: NMFS proposes to implement annual harvest specifications and management measures for the northern

subpopulation of Pacific sardine (hereafter, Pacific sardine), for the fishing year from July 1, 2022, through June 30, 2023. The proposed action would prohibit most directed commercial fishing for Pacific sardine off the coasts of Washington, Oregon, and California. Pacific sardine harvest would be allowed only for use as live bait, in minor directed fisheries, as incidental catch in other fisheries, or as authorized under exempted fishing permits. The incidental harvest of Pacific sardine would be limited to 20 percent by weight of all fish per trip when caught with other stocks managed under the Coastal Pelagic Species Fishery Management Plan, or up to 2 metric tons per trip when caught with non-Coastal Pelagic Species stocks. The proposed annual catch limit for the 2022-2023 Pacific sardine fishing year is 4,274 metric tons. This proposed rule is intended to conserve, manage, and rebuild the Pacific sardine stock off the U.S. West Coast.

DATES: Comments must be received by May 24, 2022.

ADDRESSES: You may submit comments on this document, identified by NOAA-NMFS-2022-0046, by the following method:

- *Electronic Submissions:* Submit all public comments via the Federal e-Rulemaking Portal. Go to <https://www.regulations.gov> and enter NOAA-NMFS-2022-0046 in the Search box. Click on the "Comment" icon, complete the required fields, and enter or attach your comments.

Instructions: Comments sent by any other method or received after the end of the comment period may not be considered by NMFS. All comments