

July 7, 2022 (87 FR 40,576), the Board accepted for consideration the responsive applications filed in Docket Nos. FD 36500 (Sub-Nos. 1–4) by Canadian National Railway Company and its rail carrier affiliate, Illinois Central Railroad Company (ICRR) (collectively, CN),² and FD 36500 (Sub-No. 5) by Norfolk Southern Railway Company (NSR).^{3 4}

Section 11324(a) of title 49 of the U.S. Code requires the Board in a control proceeding to “hold a public hearing unless the Board determines that a public hearing is not necessary in the public interest.” In *Decision No. 11*, FD 36500, the Board stated that it would decide whether to conduct a public hearing after the record had been more fully developed. *Decision No. 11*, FD 36500, slip op. at 18 n.13. Based on the comments that have been submitted, the Board finds that a public hearing, which will provide the Board an opportunity to directly question the Applicants and other interested persons about the issues that have been raised, is in the public interest. See *Decision No. 18*, FD 36500 et al., slip op. at 4 n.3 (noting the likelihood of a public hearing given the complexity of the proposed Transaction and the many issues raised by it and the responsive applications). Environmental and historic preservation issues will be addressed through the ongoing environmental review process being conducted by the Board’s Office of Environmental Analysis. During the public hearing, the Board will not

consider issues being addressed through the environmental review process.

Under the current procedural schedule, final briefs are due by September 20, 2022, prior to any public hearing. *Decision No. 18*, FD 36500 et al., slip op. at 4. However, the Board finds that it would be beneficial to receive final briefs after the public hearing and will amend the procedural schedule to have final briefs due by October 14, 2022. As such, October 14, 2022, will be considered the close of the record.⁵ Additionally, the page limit for final briefs will be set at 30 pages.⁶

Prior to the hearing date, the Board will issue a decision setting a schedule of appearances with specific allotments of time for presentations. Each speaker will be allotted five minutes for their presentation unless they request otherwise in their notice of intent, in which case, the Board will consider the request for a different allotment. Speakers should be prepared to keep their comments succinct to ensure an opportunity for questions by the Board and for all interested persons to be heard. The schedule will also provide, among other things, that Applicants will speak first, and that they may choose to reserve part of their time for a closing statement. Speakers at the hearing are encouraged to use their time to call attention to the points they believe to be particularly important. The purpose of the hearing is not to restate the written submissions, but to summarize and emphasize the key points of a party’s case or a speaker’s position, and to provide an opportunity for the speaker to respond to questions the Board may have regarding the matters at issue.

Board Releases and Transcript Availability: Decisions and notices of the Board, including this notice, are available on the Board’s website at www.stb.gov. The Board will issue a separate notice containing the schedule of appearances, as well as instructions for participating in and observing the hearing. A recording of the hearing and a transcript will be posted on the Board’s website when they become available.

It is ordered:

1. A public hearing will be held on September 28, 29, and 30, 2022, beginning at 9:30 a.m. EDT and ending

around 5:30 p.m. EDT each day, in the Hearing Room of the Board’s headquarters, located at 395 E Street SW, Washington, DC 20423–0001.

2. By September 14, 2022, any person wishing to speak at the hearing shall file with the Board a notice of intent to participate: (i) identifying the entity, if any, the person represents, the proposed speaker, and whether the speaker will appear in person or via video conferencing, and (ii) summarizing the key points the speaker intends to address.

3. Notices of intent to participate will be posted to the Board’s website and need not be served on parties of record, any hearing participants, or other commenters.

4. Final briefs will be due by October 14, 2022.

5. Final briefs are limited to no more than 30 pages.

6. This decision is effective on its service date.

7. This decision will be published in the **Federal Register**.

Decided: July 22, 2022.

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

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2022–16089 Filed 7–26–22; 8:45 am]

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TENNESSEE VALLEY AUTHORITY

Agency Information Collection Activities: Submission for OMB Review; Comment Request

AGENCY: Tennessee Valley Authority (TVA).

ACTION: 30-Day notice of submission of information collection approval request to OMB.

SUMMARY: Tennessee Valley Authority (TVA) provides notice of submission of this information clearance request (ICR) to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act of 1995 (PRA). The general public and other federal agencies are invited to comment. TVA previously published a 60-day notice of the proposed information collection for public review (May 18, 2022) and no comments were received.

DATES: The OMB will consider all written comments received on or before August 26, 2022.

ADDRESSES: Written comments for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/

² In Docket Nos. FD 36500 (Sub-No. 1), FD 36500 (Sub-No. 2), FD 36500 (Sub-No. 3), and FD 36500 (Sub-No. 4), CN seeks, as a condition to any approval of the proposed Transaction, approval of ICRR’s acquisition of KCS’s line between Kansas City, Mo., and Springfield and East St. Louis, Ill., and other related relief. (CN Amended Responsive Appl. 6–7.)

³ In Docket No. FD 36500 (Sub-No. 5), as a condition to any approval of the proposed Transaction, NSR seeks certain contingent trackage rights for overhead movement on KCS’s line between the connection of KCS with the Meridian Speedway, at Shreveport, La., and the Wylie Intermodal Terminal, in Wylie, Tex. (NSR Amended Responsive Appl. 4, 9.)

⁴ This decision embraces: Docket No. FD 36500 (Sub-No. 1), *Illinois Central Railroad—Acquisition of a Line of Railroad Between Kansas City, Mo., & Springfield & East St. Louis, Ill.—Kansas City Southern Railway*; Docket No. FD 36500 (Sub-No. 2), *Illinois Central Railroad—Trackage Rights Between Airline Junction, Mo., & Grandview, Mo.—Kansas City Southern Railway*; Docket No. FD 36500 (Sub-No. 3), *Canadian National Railway—Control—Gateway Eastern Railway*; Docket No. FD 36500 (Sub-No. 4), *Illinois Central Railroad—Assignment of KCS Trackage Rights Between Rock Creek Junction, Mo., & Airline Junction, Mo.—Union Pacific Railroad*; and Docket No. FD 36500 (Sub-No. 5), *Norfolk Southern Railway—Trackage Rights—Kansas City Southern. Canadian Pac. Ry.—Control—Kan. City S. (Decision No. 11)*, FD 36500 (STB served Nov. 23, 2021).

⁵ Additionally, in response to an inquiry from the public, the Board clarifies that, as indicated in the Appendix to *Decision No. 18*, FD 36500 et al., submissions permitted to be filed by August 11, 2022, are limited to rebuttals in support of responsive, including inconsistent, applications.

⁶ The Board previously stated that it would determine the page limits for final briefs after the record had been more fully developed. *Decision No. 11*, FD 36500, slip op. at 17 n.12.

do/PRAMain. Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

SUPPLEMENTARY INFORMATION:

Type of Request: New collection.

Title of Information Collection: LPC FIRST Financial Reporting.

Frequency of Use: Monthly and Annually.

Type of Affected Public: Business or Local Government.

Small Businesses or Organizations Affected: Yes.

Federal Budget Functional Category Code: 455.

Estimated Number of Annual Responses: 153.

Estimated Total Annual Burden Hours: 2693.

Estimated Average Burden Hours per Response: 14 hours (Annual Report); 0.3 hours (Monthly Report).

Need for and Use of Information: TVA, serving in its regulatory capacity, uses this financial and statistical information to monitor each distributor's current financial position and to forecast requirements for reasonable levels of resources for renewals, replacements, and contingencies. The data from this information collection is used by TVA organizations (Regulatory Assurance, Commercial Energy Solutions, Treasury and Risk, Regional Relations and Transmission and Power Supply) and the TVA Board of Directors to assist in making management decisions concerning electric power rates, financing the TVA power generating and transmission system, and other long-term plans. If this information collection is not conducted, TVA would be severely hampered in fulfilling its responsibilities to Congress under Section 11 of the TVA Act of 1933 to “permit domestic and rural use [of electricity] at the lowest possible rates.” TVA has deployed the new Financial Information & Regulatory System Tool (FIRST) to streamline data collection and reduce the burden on the public.

Rebecca L. Coffey,

Agency Records Officer.

[FR Doc. 2022–16030 Filed 7–26–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2022–0154]

Agency Information Collection Activities; Renewal of an Approved Information Collection: Commercial Motor Vehicle Marking Requirements

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. This ICR will enable FMCSA to document the burden associated with the marking regulations, “Marking of Self-Propelled CMVs and Intermodal Equipment.” These regulations require marking of vehicles and intermodal equipment by motor carriers, freight forwarders, and intermodal equipment providers (IEPs) engaging in interstate transportation and motor carriers that transport hazardous materials (HM) in intrastate transportation.

DATES: Comments on this notice must be received on or before September 26, 2022.

ADDRESSES: You may submit comments identified by Federal Docket Management System (FDMS) Docket Number FMCSA–2022–0154 using any of the following methods:

- *Federal eRulemaking Portal:* <https://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail:* Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001 between 9 a.m. and 5 p.m. e.t., Monday through Friday, except Federal holidays.

Instructions: All submissions must include the Agency name and docket number. For detailed instructions on submitting comments, see the Public Participation heading below. Note that all comments received will be posted without change to <https://>

www.regulations.gov, including any personal information provided. Please see the Privacy heading below.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov>, and follow the online instructions for accessing the docket, or go to the street address listed above.

Privacy: In accordance with 5 CFR 1320.8(d)(1), DOT solicits comments from the public to better inform its decision-making process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at www.dot.gov/privacy.

Public Participation: The Federal eRulemaking Portal is available 24 hours each day, 365 days each year. You can obtain electronic submission and retrieval help and guidelines under the “help” section of the Federal eRulemaking Portal website. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard, or print the acknowledgement page that appears after submitting comments online. Comments received after the comment closing date will be included in the docket and will be considered to the extent practicable.

FOR FURTHER INFORMATION CONTACT:

Stacy Ropp, Compliance Division, DOT, FMCSA, West Building, 6th Floor, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; 609–661–2062; Stacy.Ropp@dot.gov.

SUPPLEMENTARY INFORMATION:

Background: The Secretary of Transportation (Secretary) is authorized to require marking of vehicles and intermodal equipment by motor carriers, freight forwarders and IEPs engaging in interstate transportation based on the authority of 49 U.S.C. 31133(a)(8) and 31133(a)(10). The Secretary has delegated authority pertaining to the marking of commercial motor vehicles (CMVs) pursuant to 49 CFR 1.87(f). The Agency's regulation governing the marking of CMVs is codified at 49 CFR 390.21.

Vehicle marking requirements are intended to ensure that FMCSA, the National Transportation Safety Board, and State safety officials are able to identify motor carriers and correctly assign responsibility for regulatory violations during inspections, investigations, compliance reviews, and crash studies. These marking requirements will also provide the