implementation period of the proposal from one year to 18 months.

The Commission finds that requiring members to include a reference or hyperlink to a security-specific TRACE Web page and include the time of trade on all retail customer confirmations is responsive to commenters' requests for harmonization of the FINRA Proposal and MSRB Proposal and therefore helped the Commission find that the proposed rule change, as modified by Amendment No. 1, is consistent with Section 15A(b)(6) of the Act,[244] which requires, among other things, that FINRA's rules be designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, and, in general, to protect investors and the public interest, and Section 15A(b)(9) of the Act,[245] which requires, among other things, that FINRA's rules do not impose any burden on competition not necessary or appropriate in furtherance of the purposes of the Act. The Commission notes that the addition of the term ''offsetting'' to the rule is solely a clarification for the avoidance of doubt and that the change does not alter the substance of the rule. Furthermore, extension of the implementation period of the proposal from one year to 18 months is appropriate and responsive to the operational and implementation concerns raised by commenters. The Commission also notes that after consideration of the comments the MSRB received on its proposal to require a security-specific hyperlink to EMMA and the execution time of the transaction, the MSRB amended its proposal in a manner that is identical to the Amendment No. 1 that FINRA has filed.[246] The Commission notes that it today has approved the MSRB Proposal, as modified by MSRB Amendment No. 1, and believes that in the interests of promoting efficiency in the implementation of both proposals, it is appropriate to approve FINRA's proposal, as modified by Amendment No. 1, concurrently. Accordingly, the Commission finds good cause, pursuant to Section 19(b)(2) of the Exchange Act,[247] to approve the proposed rule change, as modified by Amendment No. 1, on an accelerated basis.

V. Conclusion

It Is Therefore Ordered, pursuant to Section 19(b)(2) of the Act,[248] that the proposed rule change (SR–FINRA–2016–032), as modified by Amendment No. 1, is approved on an accelerated basis.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[249]

Brent J. Fields,

Secretary.

[FR Doc. 2016–28190 Filed 11–22–16; 8:45 am]

BILLING CODE 8011–01–P

[244] 15 U.S.C. 78o 3(b)(6).

[245] 15 U.S.C. 78o 3(b)(9).

[246] *See* MSRB Amendment No. 1, *supra* note 13, at 4–5.

[247] 15 U.S.C. 78s(b)(2).

[248] 15 U.S.C. 78s(b)(2).

[249] 17 CFR 200.30–3(a)(12).

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36069]

Kokomo Rail, LLC—Acquisition and Operation Exemption—Rail Line of Kokomo Rail Co., Inc.

Kokomo Rail, LLC (KR), a noncarrier, has filed a verified notice of exemption [1] under 49 C.F.R 1150.31 to acquire, from Kokomo Rail Co., Inc. (KRC),[2] and to operate, approximately 12.55 miles of rail line between milepost 134.48 at or near Marion and milepost 147.07 at or near Amboy, in Howard and Grant Counties, Ind. (the Line).

According to KR, KRC acquired the 12.55-mile line from CSX Transportation, Inc.[3] KR states that KRC was voluntarily dissolved as a corporation, and that dissolution makes it necessary to transfer KRC's authority to own and operate the Line from KRC to KR.

KR states that the proposed transaction does not involve any interchange commitments. KR certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class I or Class II rail carrier and that its projected annual revenues do not exceed $5 million.

The transaction may be consummated on or after December 7, 2016, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than November 30, 2016 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36069, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on applicant's representative, Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1666, Chicago, IL 60604.

According to KR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available on our Web site at ''*WWW.STB.GOV.*''

Decided: November 18, 2016.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Rena Laws-Byrum,

Clearance Clerk.

[FR Doc. 2016–28222 Filed 11–22–16; 8:45 am]

BILLING CODE 4915–01–P

[1] The verified notice was originally filed on October 27, 2016. On November 7, 2016, KR filed supplemental information, including the relevant mileposts, and noted that KRC was dissolved in 1999. Therefore, November 7, 2016, is the official filing date.

[2] KR is an affiliate of Kokomo Grain Co., Inc., as was KRC.

[3] *See Kokomo Rail Co.—Acquis. & Operation Exemption—Line of CSX Transp. Between Marion & Amboy, Ind.,* FD 32231 et al. (ICC served Dec. 15, 1993).

SURFACE TRANSPORTATION BOARD

[Docket No. AB 290 (Sub-No. 343X)]

Central of Georgia Railroad Company—Abandonment Exemption—in Newton County, Ga.

AGENCY: Surface Transportation Board.

ACTION: Correction to notice of exemption.

On July 1, 2013, Central of Georgia Railroad Company (CGA) [1] filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments* to abandon approximately 14.90 miles of rail line between milepost E 65.80 and milepost E 80.70, in Newton County, Ga. The notice was served and published in the **Federal Register** on July 19, 2013 (78 FR 43,273).

Before the exemption became effective, Newton County Trail-Path Foundation, Inc. (Newton Trail) filed a request for a notice of interim trail use (NITU). The Board issued a NITU on August 19, 2013, and on September 28, 2016, CGA and Newton Trail filed a notice informing the Board that they had entered into a lease agreement for interim trail use and rail banking for the 14.90 miles of rail line that was subject to abandonment.

On October 14, 2016, CGR filed a letter stating that the map attached as

[1] CGA is a wholly owned subsidiary of Norfolk Southern Railway Company.