

object at the Cape Ann Museum, Gloucester, Massachusetts, from on or about August 2, 2019, until on or about December 1, 2019, and at possible additional exhibitions or venues yet to be determined, is in the national interest. I have ordered that Public Notice of these determinations be published in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** Julie Simpson, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202-632-6471; email: [section2459@state.gov](mailto:section2459@state.gov)). The mailing address is U.S. Department of State, L/PD, SA-5, Suite 5H03, Washington, DC 20522-0505.

**SUPPLEMENTARY INFORMATION:** The foregoing determinations were made pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, and Delegation of Authority No. 236-3 of August 28, 2000.

**Marie Therese Porter Royce**,  
Assistant Secretary, Educational and Cultural Affairs, Department of State.

[FR Doc. 2019-12615 Filed 6-13-19; 8:45 am]

**BILLING CODE 4710-05-P**

## DEPARTMENT OF STATE

[Public Notice 10792]

### 60-Day Notice of Proposed Information Collection: Supplemental Questionnaire To Determine Entitlement for a U.S. Passport

**ACTION:** Notice of request for public comment.

**SUMMARY:** The Department of State has submitted the information collection described below to the Office of Management and Budget (OMB) for approval. In accordance with the Paperwork Reduction Act of 1995, we are requesting comments on this collection from all interested individuals and organizations. The purpose of this Notice is to allow 60 days for public comment.

**DATES:** The Department will accept comments from the public up to August 13, 2019.

**ADDRESSES:** You may submit comments by any of the following methods:

- **Web:** Persons with access to the internet may comment on this notice by going to [www.Regulations.gov](http://www.Regulations.gov). You can search for the document by entering

“Docket Number: DOS-2019-0019” in the Search field. Then click the “Comment Now” button and complete the comment form.

- **Email:** [PPTFormsOfficer@state.gov](mailto:PPTFormsOfficer@state.gov).
- **Regular Mail:** Send written comments to: PPT Forms Officer, U.S. Department of State, CA/PPT/S/PMO, 44132 Mercure Cir., P.O. Box 1199, Sterling, VA 20166-1199.

#### SUPPLEMENTARY INFORMATION:

- **Title of Information Collection:** Supplemental Questionnaire to Determine Entitlement for a U.S. Passport.
- **OMB Control Number:** 1405-0214.
- **Type of Request:** Revision of a Currently Approved Collection.
- **Originating Office:** Bureau of Consular Affairs, Passport Services (CA/PPT).
- **Form Number:** DS-5513.
- **Respondents:** United States Citizens and Nationals.
- **Estimated Number of Respondents:** 4,076.
- **Estimated Number of Responses:** 4,076.
- **Average Time per Response:** 85 minutes.
- **Total Estimated Burden Time:** 5,774 annual hours.
- **Frequency:** On occasion.
- **Obligation to Respond:** Required to Obtain a Benefit.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

**Abstract of Proposed Collection**

The primary purpose for soliciting this information is to establish entitlement for a U.S. Passport Book or Passport Card. The information may also be used in connection with issuing other travel documents or evidence of citizenship, and in furtherance of the

Secretary's responsibility for the protection of U.S. nationals abroad and to administer the passport program.

#### Methodology

The supplemental Questionnaire to Determine Entitlement for a U.S. Passport is used to supplement an existing passport application and solicits information relating to the respondent's family and birth circumstances that is needed prior to passport issuance. The form is available in hard copy from the Department and is not available on the Department's website.

**Rachel M. Arndt**,

Deputy Assistant Secretary for Passport Services.

[FR Doc. 2019-12587 Filed 6-13-19; 8:45 am]

**BILLING CODE 4710-06-P**

## SURFACE TRANSPORTATION BOARD

[Docket No. FD 36286]

### Atlanta BeltLine, Inc.—Acquisition Exemption—Norfolk Southern Railway Co.

Atlanta BeltLine, Inc. (ABI), a non-carrier, non-profit corporation implementation agent of the City of Atlanta, Ga., has filed a verified notice of exemption under 49 CFR 1150.31 to acquire the right to reactivate rail service from Norfolk Southern Railway Company (NSR) on an approximately 1.0 mile of rail-banked railroad line extending from milepost DF 632.10 to milepost DF 633.10, including the western leg of the Armour Wye, in Atlanta, Fulton County, Ga. (the Line), as well as NSR's real property interest in the segment of the Line between milepost DF 632.10 and milepost DF 632.42 (the Segment).

The Board authorized abandonment of the Line in 2017. *See Norfolk S. Ry.—Aban. Exemption—in Atlanta, Ga.*, AB 290 (Sub-No. 388X) (STB served Aug. 3, 2017). ABI states that the Line is currently subject to interim trail use under a trail use agreement between ABI and NSR under the National Trails System Act, 16 U.S.C. 1247(d). (Notice of Trail Use Agreement, Oct. 17, 2017, AB 290 (Sub-No. 388X).)

ABI's verified notice describes two agreements. First, on March 2, 2017, ABI and NSR entered into a purchase and sale agreement for the Segment by quitclaim deed, subject to certain conditions, in anticipation of NSR's abandonment of the Line. ABI states that it and NSR consummated the transfer of the real property interest in the Segment and that NSR executed the

quitclaim deed on October 13, 2017. Second, ABI states that it and NSR entered into a trail use agreement for the Line on October 13, 2017, which sets out the terms and conditions for ABI's acquisition of NSR's freight reactivation rights on the Line. ABI states that the transactions between ABI and NSR that are the subject of this proceeding will complete the transfer of all of NSR's ownership rights and responsibilities in the Line to ABI.<sup>1</sup>

ABI certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier. ABI further certifies that the proposed transaction does not involve a provision or agreement that would limit future interchange with a third-party connecting carrier.

The transaction may be consummated on or after June 28, 2019, 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 June 21, 2019 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36286, must be filed with the Surface Transportation Board either via e-filing or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on ABI's representatives, Charles A. Spitulnik and Allison I. Fultz, Kaplan Kirsch & Rockwell LLP,

1634 I (Eye) Street NW, Suite 300, Washington, DC 20006.

According to ABI, this action is categorically excluded from environmental reporting requirements under 49 CFR 1105.6(c), and from historic preservation reporting requirements under 49 CFR 1105.8(b)(1).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: June 11, 2019.

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

**Jeffrey Herzig,**  
Clearance Clerk.

[FR Doc. 2019-12619 Filed 6-13-19; 8:45 am]

**BILLING CODE 4915-01-P**

**SURFACE TRANSPORTATION BOARD**

[Docket No. EP 748]

**Indexing the Annual Operating Revenues of Railroads**

The Surface Transportation Board (Board or STB) is publishing the annual inflation-adjusted index and deflator factors for 2018. The deflator factors are used by the railroads to adjust their gross annual operating revenues for classification purposes. This indexing methodology ensures that railroads are classified based on real business expansion and not on the effects of inflation. Classification is important because it determines the extent to which individual railroads must comply with the Board's reporting requirements.

The Board's deflator factors are based on the annual average Railroad's Freight Price Index developed by the Bureau of Labor Statistics. The Board's deflator factor is used to deflate revenues for

comparison with established revenue thresholds.

The base year for railroads is 1991. The inflation-adjusted indexes and deflator factors are presented as follows:

**RAILROAD INFLATION-ADJUSTED INDEX AND DEFLATOR FACTOR TABLE**

Year	Index	Deflator
1991 .....	409.50	<sup>1</sup> 100.00
1992 .....	411.80	99.45
1993 .....	415.50	98.55
1994 .....	418.80	97.70
1995 .....	418.17	97.85
1996 .....	417.46	98.02
1997 .....	419.67	97.50
1998 .....	424.54	96.38
1999 .....	423.01	96.72
2000 .....	428.64	95.45
2001 .....	436.48	93.73
2002 .....	445.03	91.92
2003 .....	454.33	90.03
2004 .....	473.41	86.40
2005 .....	522.41	78.29
2006 .....	567.34	72.09
2007 .....	588.30	69.52
2008 .....	656.78	62.28
2009 .....	619.73	66.00
2010 .....	652.29	62.71
2011 .....	708.80	57.71
2012 .....	740.61	55.23
2013 .....	764.19	53.53
2014 .....	778.41	52.55
2015 .....	749.22	54.60
2016 .....	732.38	55.85
2017 .....	758.95	53.90
2018 .....	801.61	51.03

Application of the annual deflator factors results in the following annual revenue thresholds:

**RAILROAD REVENUE THRESHOLDS**

Year	Factor	Class I	Class II
2014 .....	0.5255	475,754,803	38,060,384
2015 .....	0.5460	457,913,998	36,633,120
2016 .....	0.5585	447,621,226	35,809,698
2017 .....	0.5390	463,860,933	37,108,875
2018 .....	0.5103	489,935,956	39,194,876

**DATES:** The inflation-adjusted indexes and deflator factors are effective January 1, 2018.

**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. Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

<sup>1</sup> ABI states that it acquired the real estate interests in the portion of the Line from milepost DF 632.42 to DF 633.10 in 2008. The Board previously determined that, in accordance with the principles set out in *Maine, Department of Transportation—Acquisition & Operation Exemption—Maine Central Railroad*, 8 I.C.C.2d 835 (1991), this acquisition of the right-of-way between

mileposts DF 632.42 and 633.10 did not require Board authority. See *Atlanta Dev. Auth.—Verified Pet. for a Declaratory Order*, FD 35991, slip op. at 3, 5-6 (STB served May 26, 2017).

<sup>1</sup> In *Montana Rail Link, Inc., & Wisconsin Central Ltd., Joint Petition for Rulemaking with Respect to 49 CFR Part 1201*, 8 I.C.C.2d 625 (1992), the Board's

predecessor, the Interstate Commerce Commission, raised the revenue classification level for Class I railroads from \$50 million (1978 dollars) to \$250 million (1991 dollars), effective for the reporting year beginning January 1, 1992. The Class II threshold was also raised from \$10 million (1978 dollars) to \$20 million (1991 dollars).