SECURITIES AND EXCHANGE COMMISSION
[Release No. 34–92329; File No. SR–CboeEDGX-2021–027]

Self-Regulatory Organizations; Cboe EDGX Exchange, Inc.; Notice of Withdrawal of a Proposed Rule Change To Introduce a New Data Product To Be Known as Short Sale Volume Data

July 6, 2021.


The proposed rule change was published for comment in the Federal Register on June 16, 2021.3 On June 30, 2021, the Exchange withdrew the proposed rule change (SR–CboeEDGX–2021–027).

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

J. Matthew DeLesDernier, Assistant Secretary.

[FR Doc. 2021–14693 Filed 7–9–21; 8:45 am]
BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

Self-Regulatory Organizations; Cboe BZX Exchange, Inc.; Notice of Withdrawal of a Proposed Rule Change To Introduce a New Data Product To Be Known as Short Sale Volume Data

July 6, 2021.


The proposed rule change was published for comment in the Federal Register on June 16, 2021.3 On June 30, 2021, the Exchange withdrew the proposed rule change (SR–CboeBZX–2021–042).

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

J. Matthew DeLesDernier, Assistant Secretary.

[FR Doc. 2021–14695 Filed 7–9–21; 8:45 am]
BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

Self-Regulatory Organizations; Cboe EDGA Exchange, Inc.; Notice of Withdrawal of a Proposed Rule Change To Introduce a New Data Product To Be Known as Short Sale Volume Data

July 6, 2021.


The proposed rule change was published for comment in the Federal Register on June 16, 2021.3 On June 30, 2021, the Exchange withdrew the proposed rule change (SR–CboeEDGA–2021–013).

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

J. Matthew DeLesDernier, Assistant Secretary.

[FR Doc. 2021–14692 Filed 7–8–21; 4:15 pm]
BILLING CODE 8011–01–P
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 annual deflator factor is based on the annual average Railroad

<table>
<thead>
<tr>
<th>Year</th>
<th>Factor</th>
<th>Class I</th>
<th>Class II</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>0.5585</td>
<td>447,621,226</td>
<td>358,690,698</td>
</tr>
<tr>
<td>2017</td>
<td>0.5390</td>
<td>463,860,933</td>
<td>37,108,875</td>
</tr>
<tr>
<td>2018</td>
<td>0.5103</td>
<td>489,935,956</td>
<td>39,194,876</td>
</tr>
<tr>
<td>2019</td>
<td>0.4952</td>
<td>504,803,294</td>
<td>40,384,263</td>
</tr>
<tr>
<td>2020</td>
<td>1.0000</td>
<td>900,000,000</td>
<td>40,400,000</td>
</tr>
</tbody>
</table>

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Intent To Prepare an Environmental Impact Statement for a Proposed Highway Project, Bronx County, NY

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: FHWA is issuing this Notice of Intent (NOI) to solicit comments and advise the public, agencies, and stakeholders that an Environmental Impact Statement (EIS) will be prepared for the proposed replacement or rehabilitation of the Shore Road Bridge over the Hutchinson River in Bronx County, New York (the Project). This NOI contains a summary of the information required in the Council on Environmental Quality (CEQ) regulations. This NOI should be reviewed together with the NOI Report, which contains important details about the proposed project and supplements the information in this NOI. Persons and agencies who may be interested in or affected by the proposed project are encouraged to comment on the information in this NOI and the NOI Report.

DATES: Comments on the NOI or the NOI Report are to be received by FHWA at the address below by August 11, 2021.

ADDRESS: This NOI and the NOI Report are also available in the docket referenced above at http://www.regulations.gov and on the project website located at https://shoreroadbridgebx.com/. The NOI Report will be mailed upon request.

For further information contact:

1. In Montana Rail Link, Inc., & Wisconsin Central Ltd., Joint Petition for Rulemaking with Respect to 49 CFR part 1201, §1.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). On April 5, 2021, the Board issued a Final Rule in Montana Rail Link, Inc.—Petition for Rulemaking—Classification of Carriers, Docket No. EP 763, in which the revenue classification level for Class I railroads was raised from $250 million (1991 dollars) to $900 million (2019 dollars) effective for the reporting year beginning January 1, 2020. The Class II threshold was converted and rounded from $20 million (1991 dollars) to $40.4 million (2019 dollars).

2. The 2019 values reflect those in Indexing the Annual Operating Revenues of Railroads, EP 748 (STB served June 16, 2020). The 2020 values are based on the new thresholds established in Docket No. EP 763 and the deflator factor is referenced to the new base year of 2019. As the Railroad Freight Price Index remained the same from 2019 to 2020, the annual deflator factor for 2020 is 1.0000.