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Behzad Shabbazian,

Director of Clinical Services, Bureau of Medical Services, Department of State.

[FR Doc. 2017–13499 Filed 6–27–17; 8:45 am]

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SURFACE TRANSPORTATION BOARD

Indexing the Annual Operating Revenues of Railroads

The Surface Transportation Board (STB) is publishing the annual inflation-adjusted index factors for 2016. These 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 STB reporting requirements.

The STB's annual inflation-adjusted factors are based on the annual average Railroad Freight Price Index developed by the Bureau of Labor Statistics. The STB's deflator factor is used to deflate revenues for comparison with established revenue thresholds.

The base year for railroads is 1991. The inflation index factors are presented as follows:

STB RAILROAD INFLATION-ADJUSTED INDEX AND DEFLATOR FACTOR TABLE

Year	Index	Deflator
1991	409.50	¹ 100.00
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

STB RAILROAD INFLATION-ADJUSTED INDEX AND DEFLATOR FACTOR TABLE—Continued

Year	Index	Deflator
2016	732.38	55.85

¹In *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).

Effective Date: January 1, 2016.

For Further Information Contact:

Pedro Ramirez 202–245–0333. [Federal Information Relay Service (FIRS) for the hearing impaired: 1–800–877–8339]

By the Board, William Brennan, Acting Director, Office of Economics.

Tammy Lowery,

Clearance Clerk.

[FR Doc. 2017–13511 Filed 6–27–17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of the Federal Aviation Administration Adoption and Record of Decision of Department of Navy's Final Environmental Impact Statement and Final Supplemental Environmental Impact Statement for Land Acquisition and Airspace Establishment To Support Large-Scale Marine Air Ground: Task Force Live Fire and Maneuver Training, Twentynine Palms

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of record of decision.

SUMMARY: The Federal Aviation Administration (FAA) announces its decision to adopt the Department of the Navy's (DoN) Environmental Impact Statement (EIS) and Supplemental Environmental Impact Statement (SEIS) for Land Acquisition and Airspace Establishment to Support Large-Scale Marine Air Ground Task Force Live-Fire and Maneuver Training at Marine Corps Air Ground Combat Center, Twentynine Palms, California. In accordance with Section 102 of the National Environmental Policy Act of 1969 ("NEPA"), the Council on Environmental Quality's ("CEQ") regulations implementing NEPA (40 CFR parts 1500–1508), and other applicable authorities, including the

Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 8–2, and FAA Order JO 7400.2K, "Procedures for Handling Airspace Matters," paragraph 32–2–3, the FAA has conducted an independent review and evaluation of the DoN's EIS and SEIS for Land Acquisition and Airspace Establishment to Support Large-Scale Marine Air Ground Task Force Live-Fire and Maneuver Training at Marine Corps Air Ground Combat Center, Twentynine Palms, California dated July 2012 and January 2017 respectively. As a cooperating agency with responsibility for approving special use airspace under 49 U.S.C. 40103(b)(3)(A), the FAA provided subject matter expertise to the DoN during the environmental review process. Based on its independent review and evaluation, the FAA has determined the EIS and SEIS, including all supporting documentation, as incorporated by reference, adequately assesses and discloses the environmental impacts for the temporary special use air space, and that adoption of the 2012 and 2017 EISs by the FAA is authorized under 40 CFR 1506.3, Adoption. Accordingly, the FAA adopts the 2012 and 2017 EISs, and takes full responsibility for the scope and content that addresses the proposed temporary changes to Special Use Airspace in the vicinity of the Marine Corps Air Ground Combat Center, Twentynine Palms.

FOR FURTHER INFORMATION CONTACT:

Paula Miller, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–7378.

SUPPLEMENTARY INFORMATION:

Background

In July 2012, in accordance with the National Environmental Policy Act and its implementing regulations, the DoN released a Final EIS. The Final EIS presented the potential environmental consequences of the DoN's proposal to establish Special Use Airspace to support Navy training activities that involve the use of advanced weapons systems. The U.S. Marine Corps is the proponent for the temporary SUA in the vicinity of Twentynine Palms, California, and the DoN is the lead agency for the preparation of the EIS and SEIS. The DoN issued their RODs on 2013 and 2017. As a result of public, agency, and tribal comments, and the FAA aeronautical review process; the DoN, FAA, other Federal and State agencies, and tribal governments have

consulted to mitigate concerns while continuing to meet national defense training requirements. The FAA is a cooperating agency responsible for approving Special Use Airspace as defined in 40 CFR 1508.5.

Implementation

The FAA is establishing the following temporary special use airspace: Restricted area R-2509 E/W/N, Johnson Valley MOA/ATCAA, Sundance High MOA/ATCAA, Sundance West MOA/ATCAA, Bristol Low MOA, Bristol ATCAA, CAX Low/High MOA/ATCAA, and Turtle MOA/ATCAA. The Notice of Proposed Rulemaking for temporary R-2509 was published in the **Federal Register** (82 FR 11414) on February 23, 2017. The MOAs were circularized to the public on February 27, 2017, with Docket No 16-AWP-24NR. The legal descriptions for the MRIC Airspace established, as noted in this notice, will be published in the **Federal Register** as a Final Rule and in the National Flight Data Digest (NFDD) with a June 22, 2017, effective date. A copy of the FAAROD is available on the FAA Web site.

Right of Appeal

The Adoption and ROD for the establishment of temporary special use airspace in the vicinity of the Combat Center at Twentynine Palms, California constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. 46110.

Dated: June 21, 2017.

Sam Shrimpton,

Acting Manager, Operations Support Group, Western Service Center.

[FR Doc. 2017-13561 Filed 6-27-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions of Proposed Highway in California

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by the California Department of Transportation (Caltrans).

SUMMARY: The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans that are final. The actions relate to a proposed highway project, about 12 miles north of the community of Bridgeport, along 3.13 miles of U.S. Highway 395 in Mono County, State of California. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before November 27, 2017. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For Caltrans: Angela Calloway, Office Chief, District 9 Environmental; Caltrans District 9; 500 S. Main St., Bishop, CA 93514; 8 a.m.–5 p.m.; (760) 872-2424; Angie.calloway@dot.ca.gov.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that Caltrans, U.S. Army Corps of Engineers and U.S. Forest Service have taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the following highway project in the State of California: The project proposes to widen the paved shoulders from 2 to 3 feet to 8 feet on U.S. Highway 395 (U.S. 395) in Mono County, north of the community of Bridgeport, near Sonora Junction, from 0.3 mile north of Devil's Gate Summit (post mile 88.42) to Burcham Flat Road (post mile 91.55). In addition, the existing curve between post miles 91.25 and 91.55 (Lemus Curve) has a nonstandard radius and

super elevation rate. There were no actions taken by any Federal agencies. The Final Environmental Assessment (EA) for the project, and Caltrans' Finding of No Significant Impact (FONSI), was approved and issued on May 3, 2017. The EA, FONSI, and other project records are available by contacting Caltrans at the address provided above. The Caltrans EA and FONSI can also be viewed and downloaded from the Internet at: <http://www.dot.ca.gov/d9/projects/aspenfales/index.html>.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. Council on Environmental Quality regulations (40 CFR 1500 *et seq.*; 23 CFR 771);
 2. National Environmental Policy Act (NEPA) (42 U.S.C. 4321–4351 *et seq.*);
 3. Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L. 112–141);
 4. Clean Air Act of 1963, as amended (42 U.S.C. 7401 *et seq.*);
 5. Noise Control Act of 1979 (42 U.S.C. 4901 *et seq.*);
 6. FHWA Noise Standards, Policies, and Procedures (23 CFR 772);
 7. Department of Transportation Act of 1966, Section 4(f) (49 U.S.C. 303);
 8. Clean Water Act of 1977 and 1987 (33 U.S.C. 1344);
 9. Endangered Species Act of 1973 (16 U.S.C. 1531–1543);
 10. Migratory Bird Treaty Act (16 U.S.C. 703–712);
 11. National Historic Preservation Act of 1966, as amended (54 U.S.C. 306108 *et seq.*);
 12. Executive Order 11990, Protection of Wetlands;
 13. Executive Order 11988, Floodplain Management;
 14. Executive Order 13112, Invasive Species;
 15. Executive Order 12898, Federal Actions to Address Environmental Justice and Low-Income Populations;
 16. Title VI of Civil Rights Act 1964 (42 U.S.C. 2000d *et seq.*), as amended.
- (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(l)(1).

Issued on: June 16, 2017.

Larry Vinzant,

Senior Environmental Specialist, Federal Highway Administration, Sacramento, California.

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