

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.¹

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.

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	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
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.

¹ 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).

¹ 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).

By the Board, Dr. William J. Brennan,
Director, Office of Economics.

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2019-12562 Filed 6-13-19; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36310]

Kansas & Oklahoma Railroad, LLC— Operation Exemption—Colorado Pacific Railroad, LLC

Kansas & Oklahoma Railroad, LLC (K&O), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to permit K&O to operate approximately 121.9 miles of rail line (the Line) between milepost 747.5 near Towner, Colo., and milepost 869.4 near NA Junction, Colo., pursuant to an agreement with Colorado Pacific Railroad, LLC (CPR).

K&O states that it is a wholly owned subsidiary of Watco Holdings, Inc., and that CPR, a subsidiary of KCVN, LLC, is the current owner of the Line. See *KCVN, LLC—Feeder Line Application—Line of V & S Ry., Located in Crowley, Pueblo, Otero, & Kiowa Cty.s., Colo.*, FD 36005 (STB served Dec. 18, 2017). According to K&O, there has been no traffic on the Line since 2012.

K&O states that it has entered into an Operating Agreement with CPR. K&O further states that the agreement between K&O and CPR does not contain any provision that prohibits K&O from interchanging traffic with a third party or limits K&O's ability to interchange with a third party.

K&O certifies that its projected annual revenues as a result of this transaction will not result in K&O's becoming a Class II or Class I rail carrier, but its projected annual revenues will exceed \$5 million. Pursuant to 49 CFR 1150.42(e), if a carrier's projected annual revenues will exceed \$5 million, it must, at least 60 days before the exemption becomes effective, post a notice of its intent to undertake the proposed transaction at the workplace of the employees on the affected lines, serve a copy of the notice on the national offices of the labor unions with employees on the affected lines, and certify to the Board that it has done so. Concurrently with its verified notice, however, K&O filed a petition for waiver of the labor notice requirements. K&O's waiver request will be addressed in a separate decision.

K&O states that it expects to consummate the transaction on or sometime after the effective date of the exemption. The Board will establish the

effective date in its separate decision on the waiver request.

If the 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 for stay must be filed no later than June 21, 2019.

All pleadings, referring to Docket No. FD 36310, 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 K&O's representative, Karl Morell, Karl Morell & Associates, 440 1st Street NW, Suite 440, Washington, DC 20001.

According to K&O, this action is categorically excluded from environmental review 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.

Decided: June 10, 2019.

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

Regena Smith-Bernard,
Clearance Clerk.

[FR Doc. 2019-12588 Filed 6-13-19; 8:45 am]

BILLING CODE 4915-01-P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

[Docket No. USTR-2019-0001]

Generalized System of Preferences (GSP): Notice Regarding the 2019 GSP Annual Product Review

AGENCY: Office of the United States
Trade Representative.

ACTION: Notice of hearing and requests
to testify and for public comments.

SUMMARY: The Office of the United States Trade Representative (USTR) has accepted petitions submitted in connection with the 2019 GSP Annual Product Review for further review. This notice includes the schedule for submission of public comments and the date of a public hearing to review these petitions and products by the GSP Subcommittee of the Trade Policy Staff Committee (TPSC).

DATES:

June 26, 2019 at midnight EDT: Deadline for submission of comments, pre-hearing briefs, and requests to appear at the GSP Subcommittee Public

Hearing on the 2019 GSP Annual Product Review.

July 2, 2019 at 1:30 p.m. EDT: The GSP Subcommittee will convene a public hearing on all petitioned product additions, product removals, and competitive needs limitation (CNL) waiver petitions that it accepted for the 2019 GSP Annual Product Review. The hearing will be in Rooms 1 and 2, 1724 F Street NW, Washington, DC 20508, beginning at 1:30 p.m.

August 15, 2019 at midnight EDT: Deadline for submission of post-hearing comments or briefs in connection with the GSP Subcommittee Public Hearing.

September 7, 2019: USTR expects that the U.S. International Trade Commission (USITC) will deliver a report to USTR providing advice on the probable economic effects of adding products to GSP eligibility, removing products from GSP eligibility, and granting CNL waiver petitions during the 2019 GSP Annual Product Review. Interested parties can post comments on the USITC report on www.regulations.gov using Docket Number USTR-2019-0001 (instructions for submissions are provided below). Comments are due ten calendar days after the publication date of the USITC's public report.

November 1, 2019: Effective date for any modifications that the President proclaims to the list of articles eligible for duty-free treatment under GSP resulting from the 2019 GSP Annual Product Review and for determinations related to CNL waivers.

ADDRESSES: USTR strongly prefers electronic submissions made through the Federal Rulemaking Portal: <https://www.regulations.gov>, using docket number USTR-2019-0001. Follow the instructions for submitting comments in "Requirements for Submissions" below. For alternatives to on-line submissions, please contact Yvonne Jamison at (202) 395-3475.

FOR FURTHER INFORMATION CONTACT:

Erland Herfindahl, Deputy Assistant USTR for GSP, 1724 F Street NW, Washington, DC 20508. The telephone number is (202) 395-2974 and the email address is gsp@ustr.eop.gov.

SUPPLEMENTARY INFORMATION:

A. Background

The GSP program provides for the duty-free importation of designated articles when imported from designated beneficiary developing countries. The GSP program is authorized by Title V of the Trade Act of 1974 (19 U.S.C. 2461-2467), as amended, and is implemented in accordance with Executive Order 11888 of November 24, 1975, as