

You must include the DS form number (if applicable), information collection title, and the OMB control number in any correspondence.

**SUPPLEMENTARY INFORMATION:**

- *Title of Information Collection:* Passport Demand Forecasting Survey.
  - *OMB Control Number:* 1405–0177.
  - *Type of Request:* Extension of a Currently Approved Collection.
  - *Originating Office:* Bureau of Consular Affairs, Passport Services Directorate.
  - *Form Number:* SV2012–0006.
  - *Respondents:* A national representative sample of U.S. citizens, nationals, and any other categories of individuals that are entitled to a U.S. passport product.
  - *Estimated Number of Respondents:* 30,000.
  - *Estimated Number of Responses:* 30,000.
  - *Average Time per Response:* 10 minutes.
  - *Total Estimated Burden Time:* 5,000 hours.
  - *Frequency:* Monthly.
  - *Obligation to Respond:* Voluntary.
- 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 Secretary of State is authorized to issue U.S. passports under 22 U.S.C. 211a. The Department of State, Passport Services administers the U.S. passport issuance program and operates passport agencies and application adjudication centers throughout the United States. As part of the Intelligence Reform and Terrorism Prevention Act of 2004, the Western Hemisphere Travel Initiative required the Secretary of Homeland Security and the Secretary of State to

implement a plan to require all U.S. citizen and non-citizen nationals to present a passport and/or other sufficient documentation when entering the U.S. from abroad. This resulted in an increase in demand for U.S. passports.

The Passport Demand Forecasting Survey requests information from the general public about the demand for U.S. passports, anticipated travel, and the demographic profile of the respondent. This voluntary survey is conducted on a monthly basis using responses from a randomly selected but nationally representative sample of U.S. nationals ages 18 and older. The information obtained from the survey is used to monitor and project the demand for U.S. passport books and U.S. passport cards. The Passport Demand Forecasting Survey aids the Department of State, Passport Services in making decisions about staffing, resource allocation, and budget planning.

**Methodology**

The Passport Demand Forecasting Study uses monthly surveys that will gather data from a national representative sample of U.S. nationals. Survey delivery methodologies can include mail, internet/web, telephone, and mix-mode surveys to ensure the CA/PPT reaches the appropriate audience and leverages the best research method to obtain valid responses. The survey data will cover an estimated 30,000 respondents annually.

**Zachary Parker,**  
*Director.*

[FR Doc. 2020–12545 Filed 6–9–20; 8:45 am]

**BILLING CODE 4720–06–P**

**SURFACE TRANSPORTATION BOARD**

[Docket No. AB 1295X]

**City of Yelm—Abandonment Exemption—in Thurston and Pierce Counties, Wash.**

The City of Yelm (the City) has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon an approximately 4.57-mile railroad line that runs between milepost 20.99, near Roy, Wash., and milepost 25.56, in Yelm, Wash. (the Line). The Line traverses U.S. Postal Service Zip Codes 98597 and 98580.<sup>1</sup>

<sup>1</sup> Although the City initially submitted its verified notice on May 5, 2020, it subsequently submitted several supplements, the last of which was submitted on May 21, 2020. As such, that date will be considered the filing date and the basis for all dates in this notice.

*The City has certified that:* (1) No freight traffic has moved over the Line for two years; (2) any overhead freight traffic on the Line can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the Line (or a State or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7 and 1105.8 (notice of environmental and historic report), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to government agencies) have been met.

Any railroad employees who may be adversely affected by the proposed abandonment will be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C.10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received,<sup>2</sup> the exemption will be effective on July 10, 2020, unless stayed pending reconsideration.<sup>3</sup> Petitions to stay that do not involve environmental issues must be filed by June 19, 2020,<sup>4</sup> and formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2) and interim trail use/rail banking requests under 49 CFR 1152.29 must be filed by June 22, 2020.<sup>5</sup> Petitions to reopen or requests for public use conditions must be filed by June 30, 2020, with the

<sup>2</sup> Persons interested in submitting an OFA must first file a formal expression of intent to file an offer, indicating the type of financial assistance they wish to provide (*i.e.*, subsidy or purchase) and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

<sup>3</sup> The City states in its verified notice that the proposed consummation date of this transaction is May 1, 2020, but this transaction cannot be consummated until July 10, 2020 (50 days from the May 21, 2020 filing date). See 49 CFR 1152.50(d)(2).

<sup>4</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>5</sup> Filing fees for OFAs and trail use requests can be found at 49 CFR 1002.2(f)(25) and (27), respectively.

Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to the City's representative, Brent Dille, Dille Law, PLLC, 2010 Caton Way SW, Suite 101, Olympia, WA 98502.

If the verified notice contains false or misleading information, the exemption is void ab initio.

The City has filed a combined environmental and historic report that addresses the potential effects, if any, of the abandonment on the environment and historic resources. OEA will issue a Draft Environmental Assessment (EA) by June 15, 2020. The Draft EA will be available to interested persons on the Board's website, by writing to OEA, or by calling OEA at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the Draft EA becomes available to the public.

Environmental, historic preservation, public use, or interim trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), the City shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by the City's filing of a notice of consummation by June 10, 2021, and there are no legal or regulatory barriers

to consummation, the authority to abandon will automatically expire.

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

Decided: June 4, 2020.

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

**Eden Besera,**

*Clearance Clerk.*

[FR Doc. 2020-12504 Filed 6-9-20; 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 (the Board) is publishing the annual inflation-adjusted index and deflator factors for 2019. 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 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.

### **RAILROAD REVENUE THRESHOLDS**

Year	Factor	Class I	Class II
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
2019 .....	0.4952	504,803,294	40,384,263

**DATES:** The inflation-adjusted indexes and deflator factors are effective January 1, 2019.

#### **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).

Decided: June 4, 2020.

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

**Kenyatta Clay,**

*Clearance Clerk.*

[FR Doc. 2020-12501 Filed 6-9-20; 8:45 am]

**BILLING CODE 4915-01-P**

<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). On May 14, 2020, the Board opened a rulemaking proceeding and invited comment on issues related to the Class

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
2019 .....	825.94	49.52

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

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

[Summary Notice No.—2020-45]

### **Petition for Exemption; Summary of Petition Received; Airlines for America**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

I carrier revenue threshold determination in response to a petition for rulemaking. *Mont. Rail Link, Inc.—Pet. For Rulemaking—Classification of Carriers*, EP 763 (STB served May 14, 2020).