

of Asbestos Disposal Sites Not Operated after July 9, 1981, effective September 1, 2018, (including a letter from Robert R. Scott, Commissioner, Department of Environmental Services, State of New Hampshire, to David J. Alukonis, Director, Office of Legislative Services, dated October 23, 2018, certifying that the enclosed rule, Env–Sw 2100, is the official version of this rule),IBR approved for § 63.99(a).

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Subpart E—Approval of State Programs and Delegation of Federal Authorities

■ 6. Amend § 63.99 by revising paragraph (a)(30)(iii) to read as follows:

§ 63.99 Delegated Federal authorities.

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- (a) * * *
- (30) * * *
- (iii) Affected inactive waste disposal sites not operated after July 9, 1981 within New Hampshire must comply with New Hampshire Regulations Chapter Env–Sw 2100: Management and Control of Asbestos Disposal Sites Not Operated after July 9, 1981, effective September 1, 2018 (incorporated by reference, see § 63.14) as described in paragraph (a)(30)(iii)(A) of this section:
- (A) The material incorporated by reference from Chapter Env–Sw 2100, Management and Control of Asbestos Disposal Sites Not Operated after July 9, 1981, pertains to inactive waste disposal sites not operated after July 9, 1981 in the State of New Hampshire’s jurisdiction, and has been approved under the procedures in § 63.93 to be implemented and enforced in place of the Federal NESHAPs for Inactive Waste Disposal Sites (40 CFR 61.151).
- (B) [Reserved]
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FEDERAL MARITIME COMMISSION

46 CFR Part 541

[Docket No. FMC–2022–0066]

RIN 3072–AC90

Demurrage and Detention Billing Requirements

Correction

In rule document 2024–10515 appearing on page 41895 in the issue of Tuesday, May 14, 2024, make the following correction:

In the second column, starting in the twenty-eighth line, the **DATES** section is corrected to read:

DATES: This rule is effective on May 28, 2024. The amendments adding 46 CFR 541.6 (instruction 2) and 541.99 (instruction 3), published on February 26, 2024 (89 FR 14330), are effective on May 28, 2024.

[FR Doc. C1–2024–10515 Filed 5–23–24; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

49 CFR Parts 80 and 260

[Docket Number DOT–OST–2024–0006]

RIN 2105–AE69

Railroad Rehabilitation and Improvement Financing Program and Transportation Infrastructure Finance and Innovation Act Program Regulations

AGENCY: Office of the Secretary of Transportation, Department of Transportation.

ACTION: Final rule.

SUMMARY: In this final rule, the Department of Transportation (Department) amends the Railroad Rehabilitation and Improvement Financing and Transportation Infrastructure Finance and Innovation Act program regulations to implement provisions of the Infrastructure Investment and Jobs Act and make other necessary updates.

DATES: *Effective Date:* This rule is effective on June 24, 2024.

FOR FURTHER INFORMATION CONTACT: Morteza Farajian, Executive Director, National Surface Transportation and Innovative Finance Bureau, 1200 New Jersey Avenue SE, Washington, DC 20590, (202) 366–2300, email at BuildAmerica@dot.gov.

SUPPLEMENTARY INFORMATION:

- I. Introduction and Background
- II. Public Comments on the Notice of Proposed Rulemaking and DOT’s Responses
- A. Interest Rate Setting for TIFIA and RRIF Obligations With a Long Tenor
- B. Interest Rate Spread on RRIF Direct Loans and Loan Guarantees With a Positive CRP
- C. Inclusion in Transportation Plans and Programs
- III. Regulatory Review
- A. Executive Orders 12866, 13563, and 14094
- B. Paperwork Reduction Act
- C. Regulatory Flexibility Act
- D. Unfunded Mandates Reform Act of 1995
- E. Executive Order 12988
- F. Executive Order 13175
- G. Executive Order 13132

I. Introduction and Background

This final rule establishes additional policies and procedures for the Railroad Rehabilitation and Improvement Financing (RRIF) program authorized by title V of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended (49 U.S.C. Ch. 224; the RRIF Act) and the Transportation Infrastructure Finance and Innovation Act (TIFIA) program authorized by the Transportation Infrastructure Finance and Innovation Act of 1998, as amended (23 U.S.C. Ch. 6; the TIFIA Act). The RRIF Act authorizes the Secretary of Transportation (Secretary) to make direct loans and loan guarantees for eligible projects that meet enumerated criteria, and the TIFIA Act authorizes the Secretary to issue secured loans, loan guarantees, and lines of credit for eligible projects that meet statutory factors.

On January 25, 2024, the Department published a notice of proposed rulemaking (89 FR 4880; NPRM) that proposed to amend the RRIF and TIFIA program regulations to implement provisions of the Infrastructure Investment and Jobs Act (IIJA) and make other necessary updates. Having considered all comments submitted to DOT in response to the NPRM, the Department is issuing this final rule that adopts the proposal without change.

II. Public Comments on the Notice of Proposed Rulemaking and DOT’s Responses

DOT received comments on the NPRM from nine interested parties. The Department carefully reviewed all comments it received. In sections II.A.–C. of the preamble to this final rule, the Department summarizes the areas of the NPRM on which it received public comment and discusses DOT’s responses to those comments.

A. Interest Rate Setting for TIFIA and RRIF Obligations With a Long Tenor

In the NPRM, DOT proposed to require an interest rate spread on any RRIF or TIFIA obligation if the United States Treasury does not post the yield for securities of a similar maturity on the date of execution of the loan agreement. The spread would be applied to any RRIF or TIFIA loan that has both: (1) a final maturity date more than 35 years after the date of substantial completion of the project; and (2) a loan term—the period beginning on the date of execution of the loan agreement and ending on the final maturity date—of more than 40 years. The interest rate would be equal to the rate on thirty-to-forty-year State