

eligible to re-apply for a passport at no cost.

Methodology

Passport Services collects information from U.S. citizens and non-citizen nationals when they complete and submit the Application for a U.S. Passport for Eligible Individuals: Correction, Name Change to Passport Issued 1 Year Ago or Less, and Limited Passport Replacement (form DS-5504). Passport applicants can either download the DS-5504 from the internet or obtain the form from an acceptance facility/passport agency. The form must be completed, signed, and be submitted by mail (or in person at Passport Agencies domestically or U.S. embassies/consulates overseas).

Amanda E Smith,

Managing Director for Passport Support Operations, Bureau of Consular Affairs, Passport Services, Department of State.

[FR Doc. 2024-28038 Filed 11-27-24; 8:45 am]

BILLING CODE 4710-06-P

DEPARTMENT OF STATE

[Public Notice: 12598]

Imposition of Nonproliferation Measures Against Foreign Persons, Including a Ban on U.S. Government Procurement

ACTION: Notice of determination.

SUMMARY: A determination has been made that a number of foreign persons have engaged in activities that warrant the imposition of measures pursuant to the Iran, North Korea, and Syria Nonproliferation Act (INKSNA).

DATES: These measures are applicable November 20, 2024.

FOR FURTHER INFORMATION CONTACT: On general issues: Pam Durham, Office of Missile, Biological, and Chemical Nonproliferation, Bureau of International Security and Nonproliferation, Department of State, Telephone (202) 647-4930. For U.S. Government procurement ban issues: Eric Moore, Office of the Procurement Executive, Department of State, Telephone: (703) 875-4079. Email: mooreen@state.gov.

SUPPLEMENTARY INFORMATION: The INKSNA provides for sanctions on foreign entities and individuals for the transfer to or acquisition from Iran since January 1, 1999; the transfer to or acquisition from Syria since January 1, 2005; or the transfer to or acquisition from the DPRK since January 1, 2006, of goods, services, or technology controlled under multilateral control

lists (Australia Group, Chemical Weapons Convention, Missile Technology Control Regime, Nuclear Suppliers Group, Wassenaar Arrangement) or otherwise having the potential to make a material contribution to the development of weapons of mass destruction (WMD) or cruise or ballistic missile systems. The latter category includes: items of the same kind as those on multilateral lists but falling below the control list parameters when it is determined that such items have the potential of making a material contribution to WMD or cruise or ballistic missile systems; items on U.S. national control lists for WMD/missile reasons that are not on multilateral lists; and other items with the potential of making such a material contribution when added through case-by-case decisions.

On November 20, 2024, the U.S. Government applied the measures authorized in Section 3 of the Iran, North Korea, and Syria Nonproliferation Act (Pub. L. 109-353) against the following foreign persons identified in the report submitted pursuant to Section 2(a) of the Act:

Bearings on Lipetsk LLC (Russian entity); and any successor, sub-unit, or subsidiary thereof;

Dandong Mason-Age Trade Co Ltd. (PRC entity); and any successor, sub-unit, or subsidiary thereof;

Igor Aleksandrovich Michurin (Russian national); and any successor, sub-unit, or subsidiary thereof;

Kim Sang-ch'o'l (Kim Sang Chang Chol) (DPRK national).

Ri Su'ung-ch'o'l (Ri Sung Chol) (DPRK national).

Accordingly, pursuant to Section 3 of the Act, the following measures are imposed on these persons:

1. No department or agency of the U.S. government may procure or enter into any contract for the procurement of any goods, technology, or services from these foreign persons, except to the extent that the Secretary of State otherwise may determine;

2. No department or agency of the U.S. government may provide any assistance to these foreign persons, and these persons shall not be eligible to participate in any assistance program of the U.S. government, except to the extent that the Secretary of State otherwise may determine;

3. No U.S. government sales to these foreign persons of any item on the United States Munitions List are permitted, and all sales to these persons of any defense articles, defense services, or design and construction services under the Arms Export Control Act are terminated; and

4. No new individual licenses shall be granted for the transfer to these foreign persons of items the export of which is controlled under the Export Control Reform Act of 2018 or the Export Administration Regulations, and any existing such licenses are suspended.

These measures shall be implemented by the responsible departments and agencies of the U.S. government and will remain in place for two years from the effective date, except to the extent that the Secretary of State may subsequently determine otherwise. These measures are independent of and in addition to any other sanctions imposed on such entities and/or individuals by other federal agencies under separate legal authorities.

Ann K. Ganzer,

Acting Assistant Secretary, International Security and Nonproliferation, Department of State.

[FR Doc. 2024-27964 Filed 11-27-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Docket No. FRA-2024-0104]

Notice of Final Nonavailability Waiver of Buy America Requirements for Certain High-Speed Rail Products for the California Inaugural High-Speed Rail Service Project

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: The Federal Railroad Administration (FRA) is issuing a waiver of its Buy America requirements to the California High-Speed Rail Authority (the Authority) to use certain products that are not produced in the United States for use in the California Inaugural High-Speed Rail Service Project between Merced, California and Bakersfield, California (Project). FRA is funding the Project under the Federal-State Partnership for Intercity Passenger Rail Program (FSP Program); therefore, FRA's Buy America requirements apply to the Project. FRA's Buy America requirements include both FRA's statutory requirements, which require 100 percent of the manufactured products and steel and iron used in an FRA-funded project to be produced in the United States, and the Build America, Buy America Act (BABA), which requires that all construction materials used in the FRA-funded project be produced in the United

States. FRA is not waiving the applicable BABA requirements for construction materials used in the Project. The final waiver would apply to the aluminum car shells, signal systems, high-speed rail turnouts and fire alarm systems based on the domestic nonavailability of such products, as identified by the Authority. The Authority estimates that over 98 percent of the total direct dollar expenditures for the Project would be spent on domestically sourced products and labor, including 100 percent of the civil infrastructure costs.

DATES: This waiver is effective December 4, 2024.

ADDRESSES: Please submit all comments electronically to the Federal eRulemaking Portal. Go to <https://www.regulations.gov> and follow the instructions for submitting comments. *Instructions:* All submissions must refer to the Federal Railroad Administration and the docket number in this notice (FRA-2024-0104). Note that all submissions received, including any personal information provided, will be posted without change and will be available to the public on <https://www.regulations.gov>. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000 (65 FR 19477), or at <https://www.transportation.gov/privacy>.

FOR FURTHER INFORMATION CONTACT: For questions about this notice, please contact Shreyas Bhatnagar, Regional Supervisor, Office of Regional Outreach & Project Delivery, Office of Railroad Development, FRA, telephone: (202) 495-8630, email: Shreyas.Bhatnagar@dot.gov or Ryan Arbuckle, Chief, Program Coordination and Strategy, Office of Railroad Development, FRA, telephone: (202) 617-0212, email: Ryan.Arbuckle@dot.gov. For legal questions, please contact Faris Mohammed, Attorney-Adviser, Office of the Chief Counsel, FRA, telephone: (202) 763-3230, email: Faris.Mohammed@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Project History and Background

On December 7, 2022, FRA published a Notice of Funding Opportunity (NOFO) announcing application requirements and procedures to obtain grant funding under the FSP Program for projects not located on the Northeast Corridor for Fiscal Year 2022. The FSP Program provides a federal funding opportunity to improve passenger rail service. On February 3, 2023, FRA published a notice adding funding and extending the application period for the FSP Program NOFO. On March 22,

2023, FRA published a notice (March Notice) inviting high-speed rail project sponsors to voluntarily submit, in advance of being selected to receive FRA funding, a domestic sourcing and workforce plan (DSWP) to demonstrate how the sponsor will maximize the use of domestic goods, products and materials, consistent with FRA's Buy America requirements.¹

The Authority applied for FSP Program funding expressing its intent to advance the California High-Speed Rail System through completion of the Inaugural High-Speed Rail Service Project between the cities of Merced and Bakersfield in the Central Valley of California.² Consistent with FRA's March Notice, the Authority submitted a DSWP,³ which included an initial request for a waiver of FRA's Buy America requirements for certain products that the Authority concluded are not produced in the United States. The DSWP also provides the Authority's justification for seeking a waiver based on nonavailability of the requested products. The Authority describes its coordination with potential suppliers and consideration of alternate products. In addition to the Authority's market research and coordination, the Authority also refers to market research conducted by Brightline West for the Brightline West High-Speed Train Project, as the Authority anticipates using the same or substantially similar products for the Project. In December 2023, FRA selected the Project to receive \$3,073,600,000 in funding under the FSP Program. In a letter dated September 13, 2024, the Authority requested a waiver from FRA's Buy America requirements consistent with the Authority's DSWP.

The Authority is responsible for developing product specifications and procuring materials for use in the Project and expects to use FSP Program funds for costs associated with those procurements. The Authority's procurement process is separate from FRA's review of the Authority's request for a waiver of Buy America requirements, and FRA is not involved

¹ Advancing High-Speed Rail Projects Intended for Operations Over 160 Miles Per Hour Through Domestic Sourcing Plans and Buy America Compliance, 88 FR 17289 (March 22, 2023).

² The California High-Speed Rail System is a multi-phase effort that is planned to provide service between San Francisco and Los Angeles and to provide a competitive transportation mode with estimated speeds capable of 186 (or greater) miles per hour.

³ The DSWP contains proprietary information that FRA has determined is confidential business information. As such, FRA is not making the DSWP available to the public at this time; however, pertinent non-proprietary information provided in the DSWP is discussed in this notice.

in the development of product specifications or the Authority's procurement process. FRA's role is limited to reviewing the Authority's request for a waiver and making certain statutory findings, consistent with 49 U.S.C. 22905(a)(2). FRA plays no role in the business decisions the Authority makes with respect to procurement of the best products for its project.

In August 2023, the Authority issued a Request for Qualifications (RFQ) to procure six trainsets for the Project that could meet FRA's Passenger Equipment Safety Standards governing Tier III equipment (Tier III Rule), which establishes safety standards for high-speed rail equipment and operations that travel at speeds above 125 mph.⁴ Two Original Equipment Manufacturers (OEMs) responded to the Authority's RFQ. Neither OEM indicated that they would be able to supply a fully Buy America-compliant trainset in their responses as both OEMs indicated they would need a waiver from FRA's Buy America requirements for the aluminum car shells (shell, structure, and vehicle paintwork), as the car shells are not produced in the United States. In April 2024, the Authority issued a Request for Proposals for the six trainsets. In addition to trainsets, the Authority identified additional products that are not produced domestically, which would also require a waiver. The Authority expects to complete its procurement process for the trainsets and other contracts later this year.

Based on information gathered through the procurement process and through market research, the Authority revised its initial DSWP, which further explains how the Authority will meet FRA's Buy America requirements and identifies any necessary waivers for noncompliant products. FRA reviewed the DSWP, including the market research conducted by the Authority.

On September 20, 2024, FRA published for a 30-day public comment period a proposed waiver for the Project based on the domestic nonavailability of certain components. FRA received 11 unique comments, which are discussed below. This notice summarizes FRA's Buy America requirements, the Authority's request for a waiver, and FRA's findings and final waiver.

II. FRA's Buy America Requirements and Policy

Projects that receive funding under FRA's FSP Program are subject to FRA's Buy America requirements. FRA's Buy America requirements include both: (i) FRA's statutory requirements for steel,

⁴ See 49 CFR part 238.

iron, and manufactured goods at 49 U.S.C. 22905(a); and (ii) requirements under the Build America, Buy America Act (BABA) and related guidance at 2 CFR 184.6 for construction materials. This means that FRA can fund a project only if the steel, iron, and manufactured goods used in the project are produced in the United States. 49 U.S.C. 22905(a). In addition, FRA-funded projects must also comply with the relevant provisions of BABA, including the requirement that all construction materials used in the project must also be produced in the United States. Public Law 117–58, 70914(a); 2 CFR 184.6.

FRA strictly enforces compliance with its Buy America requirements to ensure that FRA-funded projects maximize the use of materials produced in the United States. FRA expects recipients to work with suppliers to conduct thorough market research and adequately consider, where appropriate, qualifying alternate items, products, or materials that can also meet the recipient's technical specifications. Compliance with FRA's Buy America requirements supports domestic industry and well-paying jobs.

III. FRA's Authority To Waive Buy America Requirements

There are limited circumstances in which FRA can waive its Buy America requirements under 49 U.S.C. 22905(a) and BABA. FRA will grant a waiver request only after making the requisite findings consistent with the statutory criteria for a waiver and where a project sponsor has adequately justified the need for a waiver.

FRA may waive its Buy America requirements if FRA determines that: applying the Buy America requirements would be inconsistent with the public interest; the steel, iron, and goods produced in the United States are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality; rolling stock or power train equipment cannot be bought and delivered in the United States within a reasonable time; or including domestic material will increase the cost of the overall project by more than 25 percent. 49 U.S.C. 22905(a)(2); *see also* Public Law 117–58, 70914(b) (prescribing similar statutory conditions for waivers); and 2 CFR 184.7 (doing the same).

Specifically, when determining whether the steel, iron, and goods produced in the United States are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality pursuant to 49 U.S.C. 22905(a)(2)(B), FRA considers whether the recipient has used

appropriate due diligence, such as market research or by soliciting proposals through an open procurement process, to identify domestic products or domestically available alternative products that meet the recipient's specifications. A comparable product that performs a similar function is not necessarily a domestic alternative; the product must also meet the recipient's specific requirements. FRA's statutory requirements do not require recipients to change product specifications in order to utilize domestic products that do not meet the recipient's original specifications. If there are no domestically produced products that also meet the recipient's specifications, and the recipient has exercised appropriate diligence, FRA may waive its Buy America requirements based on nonavailability, consistent with 49 U.S.C. 22905(a)(2)(B).

IV. Summary of the Proposed Waiver

On September 20, 2024, FRA issued the Notice of Proposed Nonavailability Waiver of Buy America Requirements for Certain High-Speed Rail Products for the California Inaugural High-Speed Rail Service Project, at 89 FR 77224. Based on the information provided by the Authority, FRA concluded that the following products were not available in the United States:

- Car Shells (shell structure, frame, vehicle paintwork) for six trainsets;
- Eurobalises and Euroloops;⁵
- Counting Heads and Axle Counter Sensors;
- Truck Press (test stand);
- Turnout Systems including Derailers; and
- Fire Alarm Systems.

At the time of the proposed waiver, the Authority had not selected an OEM for the trainsets and had not completed its procurement process for the Project, but neither OEM indicated that they would be able to supply a fully Buy America-compliant trainset, as both OEMs would require aluminum car shells that are not produced in the U.S. The Authority's procurement process is separate from FRA's consideration of nonavailability under 49 U.S.C. 22905(a)(2)(B). FRA expects the Authority to make its procurement decision based on the needs for the Project and to select products that meet the Authority's specifications. In a letter dated October 24, 2024, the Authority requested FRA finalize the waiver as

⁵ Eurobalise and Euroloops are products installed between the rails of a railway that are part of the European train control system. These products store infrastructure data (e.g., position reference, speed limits, track grade, and maintenance zones) and can send this information to the train.

proposed. The Authority noted that it will continue its procurement process and review and evaluate proposals based on the needs of the Project. If, based on the final procurement, there are changes to the items described in the final waiver, the Authority may need to request additional waivers from FRA.

V. Discussion of Public Comments

Comments on the waiver were due October 7, 2024. FRA received 11 comments that generally supported the proposed waiver, and no comments that generally opposed the proposed waiver. Commenters did not raise significant concerns or provide new information relevant to FRA's proposed waiver. As such, FRA is not modifying the proposed waiver in response to comments.

VI. NIST-MEP Supplier Scouting Results

Consistent with section 70916 of BABA, FRA will request that recipients consult with the National Institute of Standards and Technology's Manufacturing Extension Partnership (NIST-MEP) through the NIST-MEP's supplier scouting program, prior to issuing a final waiver. The NIST-MEP supplier scouting opportunity allows agencies, manufacturers, and project sponsors to identify potential manufacturers from across the nation to assist in market research on domestic availability. As the products included in this final waiver are the same as the products described in the Final Nonavailability Waiver for the Brightline West Project, FRA is relying on the results of NIST-MEP's supplier scouting effort for the Brightline West Project. As of January 26, 2024, the NIST-MEP was not able to identify a domestic manufacturer for the products listed within the Brightline West waiver through the supplier scouting program.⁶ This further supports FRA's conclusion that the products listed in the proposed waiver are not produced in the United States.

VII. Final Waiver

Based on its review of the waiver request and DSWP, and in consideration of comments received on the proposed waiver, FRA is waiving its Buy America requirements for the following products:

- Car Shells (shell structure, frame, vehicle paintwork) for six trainsets;
- Eurobalises and Euroloops;
- Counting Heads and Axle Counter Sensors;
- Truck Press (test stand);

⁶ 89 FR 45934 (May 24, 2024).

- Turnout Systems including Derailers; and
- Fire Alarm Systems.

The waiver would apply only to products listed in Section IV for use in the Project. FRA is not proposing to waive any requirements under BABA, as the waiver does not apply to any construction materials used in the Project. The waiver would not apply to other FRA recipients or to other grants that might be made to the Authority for other projects (including any future phases related to the Project). This waiver will expire upon the end of the period of performance and closeout of the grant agreement for the Project.

Issued in Washington DC.

Allison Ishihara Fultz,
Chief Counsel.

[FR Doc. 2024-28068 Filed 11-27-24; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT-OST-2024-0005]

Office of the Chief Financial Officer and Assistant Secretary for Budget and Programs; U.S. Department of Transportation Learning Agenda: Fiscal Years 2024-2026, Response to Comments Received

AGENCY: Office of the Secretary (OST), Department of Transportation (DOT).

ACTION: Notice of availability of the learning agenda.

SUMMARY: This document provides the public with responses to the comments received for **Federal Register** Request for Information "Office of the Chief Financial Officer and Assistant Secretary for Budget and Programs; U.S. Department of Transportation Learning Agenda Supplement: Fiscal Years 2024-2026" (Docket No. DOT-OST-2024-0005).

DATES: November 29, 2024.

ADDRESSES: For access to DOT Docket Number DOT-OST 2024-0005 to read background document and comments received, go to www.regulations.gov at any time or to the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building Ground Floor, Room W12-140, Washington, DC 20590 between 9 a.m. and 5 p.m. Eastern Standard Time, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Please email PEER@dot.gov or call John D. Giorgis at (202) 366-6513 for further information. Office hours are from 8:30

a.m. to 5 p.m. EDT, Monday through Friday, except for Federal holidays.

SUPPLEMENTARY INFORMATION: The U.S. Department of Transportation (DOT) systematically plans for building evidence to inform policy, regulatory, and operational decisions. This systematic plan, known as a learning agenda, is developed in accordance with Title I of the *Foundations for Evidence-Based Policymaking Act of 2018*.¹

In March 2022, DOT published the first Department-wide *Learning Agenda: Fiscal Years (FY) 2022-2026*, in conjunction with the Department's *Strategic Plan: FY 2022-2026*.² DOT reviews and assesses the *Learning Agenda* on an annual basis in accordance with Section 290.8 of Office of Management and Budget's Circular A-11 and OMB Memoranda M-19-23 and M-21-27.³ Upon reaching the midpoint of the *Learning Agenda: FY 2022-2026*, the Department determined it was beneficial to update it and issue the *Learning Agenda: FY 2024-2026*.

As part of the development process for the *Learning Agenda: FY 2024-2026*, DOT's Office of the Chief Financial Officer and Assistant Secretary for Budget and Programs issued a Request for Information (RFI).⁴ The RFI sought public comment regarding potential updates to DOT's first *Learning Agenda* in three main areas:

- Whether there were new priority learning questions;
- Whether there were new priority data needs; and
- Whether the learning questions or data needs in the *Learning Agenda: FY 2022-2026* needed to be adjusted.

The RFI was published on February 13, 2024, and accepted responses during a 60-day comment period.

DOT received eight comments through the Request for Information and took them into consideration when developing the *Learning Agenda: FY 2024-2026*. Most comments offered broad input. One comment sent by the Institute for Policy Integrity at New York University School of Law focused on the Corporate Annual Fuel Economy (CAFE) standards; it was forwarded to the appropriate office within the National Highway Traffic Safety Administration for their consideration.

DOT published the *Learning Agenda: FY 2024-2026* on November 13, 2024. It is available on the DOT's web page under the Office of the Chief Financial Officer and Assistant Secretary for Budget and Programs.⁵

Issued in Washington, DC.

Victoria Wassmer,

Assistant Secretary for Budget and Programs and Chief Financial Officer, U.S. Department of Transportation.

Endnotes

¹ Public Law 115-435, title I, sec. 101(a)(2); 5 U.S.C. 312(a).

² DOT (2022), *Learning Agenda: FY 2024-2026*, <https://www.transportation.gov/mission/budget/learning-agenda-fy-2022-2026>; *Strategic Plan: FY 2022-2026*, <https://www.transportation.gov/mission/us-dot-strategic-plan-fy-2022-2026>.

³ Office of Management and Budget (2024), *Circular A-11: Preparation, Submission and Execution of the Budget*, Section 290.8, www.whitehouse.gov/wp-content/uploads/2018/06/s290.pdf; (2019), "Memoranda 19-23," <https://www.whitehouse.gov/wp-content/uploads/2019/07/M-19-23.pdf>; (2021), "Memoranda M-21-27," <https://www.whitehouse.gov/wp-content/uploads/2021/06/M-21-27.pdf>.

⁴ 89 FR 10155 (February 13, 2024), www.federalregister.gov/documents/2024/02/13/2024-02669/office-of-the-chief-financial-officer-and-assistant-secretary-for-budget-and-programs-us-department.

⁵ DOT (2024), *Learning Agenda: FY 2024-2026*, <https://www.transportation.gov/mission/budget/learning-agenda-fy-24-26>.

[FR Doc. 2024-28076 Filed 11-27-24; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF THE TREASURY

Alcohol and Tobacco Tax and Trade Bureau

[Docket No. TTB-2024-0003]

Proposed Information Collections; Comment Request (No. 94)

AGENCY: Alcohol and Tobacco Tax and Trade Bureau (TTB); Treasury.

ACTION: Notice and request for comments.

SUMMARY: As part of our continuing effort to reduce paperwork and respondent burden, and as required by the Paperwork Reduction Act of 1995, we invite comments on the continuing or proposed information collections listed below in this document.

DATES: We must receive your written comments on or before January 28, 2025.

ADDRESSES: You may send comments on the information collections described in this document using one of these two methods:

- *Internet*—To submit comments electronically, use the comment form for this document posted on the "*Regulations.gov*" e-rulemaking website at <https://www.regulations.gov> within Docket No. TTB-2024-0003.