

**Contiguous Counties:**

Florida: Collier, Charlotte, Hendry, Glades

The Interest Rates are:

	Percent
<b>For Physical Damage:</b>	
Homeowners with Credit Available Elsewhere .....	2.875
Homeowners without Credit Available Elsewhere .....	1.438
Businesses with Credit Available Elsewhere .....	5.660
Businesses without Credit Available Elsewhere .....	2.830
Non-Profit Organizations with Credit Available Elsewhere ...	1.875
Non-Profit Organizations without Credit Available Elsewhere .....	1.875
<b>For Economic Injury:</b>	
Businesses & Small Agricultural Cooperatives without Credit Available Elsewhere .....	2.830
Non-Profit Organizations without Credit Available Elsewhere .....	1.875

The number assigned to this disaster for physical damage is 17436 C and for economic injury is 17437 0.

The State which received an EIDL Declaration # is Florida.

(Catalog of Federal Domestic Assistance Number 59008)

**Isabella Guzman,**  
Administrator.

[FR Doc. 2022-09739 Filed 5-5-22; 8:45 am]

**BILLING CODE 8026-03-P**

**SURFACE TRANSPORTATION BOARD**

[Docket No. FD 36607]

**Hamilton Northwestern Railroad Co.—  
Acquisition and Operation  
Exemption—in Allegan County, Mich.**

Hamilton Northwestern Railroad Co. (HNW), a noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1150.31 to acquire and operate approximately 6.10 miles of track in Allegan County, Mich., extending from a point of connection with a line of CSX Transportation, Inc. (CSXT), at milepost 19.00 in Holland, Mich., to milepost 12.90 in Hamilton, Mich. (the Line).<sup>1</sup>

This transaction is related to a concurrently filed verified notice of exemption in *Hamilton Hartford Group, LLC—Continuance in Control*

*Exemption—Hamilton Northwestern Railroad*, Docket No. FD 36608, in which Hamilton Hartford Group, LLC, seeks to continue in control of HNW upon HNW's becoming a Class III rail carrier.

According to the verified notice, the Line was once a part of CSXT's network of rail lines in Western Michigan but was abandoned in 2003. See CSXT Consummation Notice, Jul. 7, 2003, *CSX Transp., Inc.—Aban. Exemption—in Allegan Cnty., Mich.*, AB 55 (Sub-No. 619X). HNW states that, after abandonment, the Line was sold several times as private industry track and was ultimately acquired by its current owner, Endeavor Ag and Energy, LLP (Endeavor), a noncarrier. HNW, therefore, states that the proposed transfer of the Line would not involve a Board-regulated railroad line. However, HNW states that it has a signed agreement to purchase the Line, that it intends to reestablish common carrier service over the Line, and that the Line would once again become a regulated line of railroad upon the latter of the effective date of this exemption or upon the closing of HNW's purchase of the Line.

According to HNW, it will not be subject to any limitations on its ability to interchange on the Line with a third-party connecting carrier. HNW certifies that its projected annual revenue will not exceed \$5 million and that the proposed transaction will not result in HNW's becoming a Class I or II rail carrier.

HNW has also filed a petition for waiver of 49 CFR 1150.32(b), which states that a notice of exemption will be effective 30 days after the notice is filed. HNW asks the Board to waive that provision and allow this notice to become effective by May 6, 2022, so that HNW can assume operations and minimize the risk of a disruption of rail service on the Line. HNW's request will be addressed in a separate decision, in which the Board will establish the effective date of the exemption.

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 for stay must be filed no later than May 13, 2022 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36607, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW,

Washington, DC 20423-0001. In addition, a copy of each pleading must be served on HNW's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

According to HNW, 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).

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

Decided: May 3, 2022.

By the Board, Valerie O. Quinn, Acting Director, Office of Proceedings.

**Regena Smith-Bernard,**  
Clearance Clerk.

[FR Doc. 2022-09767 Filed 5-5-22; 8:45 am]

**BILLING CODE 4915-01-P**

**SURFACE TRANSPORTATION BOARD**

[Docket No. FD 36608]

**Hamilton Hartford Group, LLC—  
Continuance in Control Exemption—  
Hamilton Northwestern Railroad Co.**

Hamilton Hartford Group, LLC (HHG), a noncarrier, filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of Hamilton Northwestern Railroad Co. (HNW), a noncarrier controlled by HHG, upon HNW's becoming a Class III rail carrier.<sup>1</sup>

This notice of exemption is related to a concurrently filed notice of exemption in *Hamilton Northwestern Railroad—Acquisition & Operation Exemption—in Allegan County, Mich.*, Docket No. FD 36607, in which HNW seeks to acquire and operate approximately 6.10 miles of track in Allegan County, Mich.

According to the verified notice of exemption, HHG controls one railroad, the West Michigan Railroad Co. (WMI), which operates in Michigan.

HHG represents that: (1) The line which HNW seeks authority to acquire and operate over does not connect with the lines of any existing rail carriers controlled by HHG; (2) the proposed transaction is not part of a series of anticipated transactions that would connect the line with any other railroads in the HHG corporate family; and (3) the transaction does not involve a Class I rail carrier. Therefore, the proposed transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

<sup>1</sup> HNW filed its verified notice of exemption on April 6, 2022, seeking operating authority over the Line. On April 22, 2022, HNW filed a supplement clarifying that it seeks to acquire the Line as a line of railroad as well as operate over it. In light of the supplement, April 22, 2022, is deemed the filing date of the verified notice.

<sup>1</sup> HHG filed its verified notice of exemption on April 6, 2022, and on April 22, 2022, HHG filed a supplement clarifying the specific authority that HNW is seeking in Docket No. FD 36607. In light of the supplement, April 22, 2022, is deemed the filing date of the verified notice.

HHG has also filed a petition for waiver of 49 CFR 1180.4(g)(1), which states that a notice of exemption must be filed at least 30 days before a transaction is consummated. HHG asks the Board to waive that provision and allow this notice to become effective by May 6, 2022, to minimize the risk of disruption of rail service on the Line. HHG's request will be addressed in a separate decision, in which the Board will establish the effective date of the exemption.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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 May 13, 2022 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36608, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on HHG's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

According to HHG, 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).

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

Decided: May 3, 2022.

By the Board, Valerie O. Quinn, Acting Director, Office of Proceedings.

**Regena Smith-Bernard,**

*Clearance Clerk.*

[FR Doc. 2022-09774 Filed 5-5-22; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

**[Docket No. FAA-2022-0559; Notice of Availability Docket No. 22-ANE-6]**

#### **Notice of Availability of the Final Environmental Assessment (Final EA) Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for a New Instrument Approach Procedure (IAP), Referred to as the Area Navigation (RNAV) Global Positioning System (GPS) Runway 4 Left (4L) Procedure, to Runway 4L at Boston Logan International Airport (BOS)**

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

**ACTION:** Notice of availability.

**SUMMARY:** The FAA, Eastern Service Center, is issuing this notice to advise the public of the availability of the Final Environmental Assessment (Final EA) and FAA's Finding of No Significant Impact (FONSI)/Record of Decision (ROD) to implement a new RNAV GPS arrival procedure to Runway 4L at BOS. The FAA issued its Final EA and FONSI/ROD on May 4, 2022.

**FOR FURTHER INFORMATION CONTACT:** Veronda Johnson, Federal Aviation Administration, Operations Support Group, Eastern Service Center, 1701 Columbia Avenue, College Park, Georgia 30337, (404) 305-5598. Additional information about the FAA's actions and environmental review of this project is available at the following website: [FAABostonWorkshops.com](http://FAABostonWorkshops.com).

**SUPPLEMENTARY INFORMATION:** The Final EA responds to agency and public comments received by the FAA and it updates the Draft EA, issued on September 21, 2020. The Final EA and FONSI/ROD documents that the Proposed Action is consistent with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and with existing national environmental policies and objectives set forth in Section 101 of the *National Environmental Policy Act of 1969*, 42 U.S.C. 4321 *et seq.* (NEPA), Council on Environmental Quality regulations, 40 CFR parts 1500-1508, the requirements of Section 106 of the *National Historic Preservation Act*, and all other applicable special purpose laws. The Proposed Action will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA, and that an Environmental Impact Statement (EIS) is therefore not necessary. The FONSI/

ROD documents the FAA's decision to implement the Proposed Action alternative as detailed in and supported by the Final EA. The proposed instrument approach procedure will enhance public aviation safety by providing pilots with lateral and vertical electronic guidance to ensure a stabilized approach to landing, particularly during marginal and poor weather conditions. The proposed instrument approach procedure will also reduce delays at the Airport by reducing the number of flights that must be canceled during times of poor weather, resulting in an increase in efficiency at the airport as well as the National Airspace System (NAS) as a whole.

**Availability:** The Final EA and FONSI/ROD are available for review at the following locations:

(1) Online at

[FAABostonWorkshops.com](http://FAABostonWorkshops.com).

(2) Electronic Versions of the Final EA and FONSI/ROD have been sent to twelve libraries in the vicinity of BOS with a request to make the digital document available to patrons. A list of these libraries is available online at the website above and is shown below. The FAA recognizes that libraries may be closed due to the COVID-19 public health emergency and, therefore, availability through these libraries may be impacted.

Boston Public Library, Central Library, 700 Boylston St., Boston, MA  
 Boston Public Library, Codman Square, 690 Washington St., Boston, MA  
 Boston Public Library, Fields Corner, 1520 Dorchester Avenue, Dorchester, MA  
 Boston Public Library, Grove Hall, 41 Geneva Avenue, Boston, MA  
 Boston Public Library, Lower Mills, 27 Richmond St., Boston, MA  
 Boston Public Library, Mattapan, 1350 Blue Hill Avenue, Boston, MA  
 Boston Public Library, Roxbury, 149 Dudley St. Roxbury, MA  
 Boston Public Library, South Boston, 646 E Broadway, South Boston, MA  
 Boston Public Library, South End, 685 Tremont St., Boston, MA  
 Milton Public Library 476 Canton Avenue, Milton, MA  
 Thomas Crane Public Library, 40 Washington St., Quincy, MA  
 Hyde Park Branch of the Boston Public Library, 35 Harvard Avenue, Hyde Park, MA

(3) Further information about the FAA's actions and environmental review of this project is also available at the following website: [https://www.faa.gov/air\\_traffic/community\\_engagement/bos/](https://www.faa.gov/air_traffic/community_engagement/bos/).