

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement:
Austin, Fort Bend, Harris, and Waller
Counties, Texas**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Federal notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: Pursuant to 23 CFR 771.123(a), FHWA, on behalf of the Texas Department of Transportation (TxDOT), is issuing this notice to advise the public that an EIS will be prepared for a proposed transportation project to construct a new north-south highway from Farm-to-Market Road (FM) 1994 south of Needville, Texas to Interstate Highway (I) 10 west of Katy, Texas (CSJ: 0912-00-544).

FOR FURTHER INFORMATION CONTACT: TxDOT Houston District, P.O. Box 1386, Houston, Texas 77251-1386, 713-802-5199, HOU-PIOwebmail@txdot.gov.

SUPPLEMENTARY INFORMATION: The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

The proposed project is needed because the 36A South Project Study Area lacks major north-south highways, which limits mobility and connectivity through the study area.

36A South is proposed as a new highway from Farm-to-Market (FM) Road 1994 south of Needville, Texas to Interstate Highway (I) 10 west of Katy, Texas. The proposed highway would be approximately 41 miles in length and would serve Austin, Fort Bend, Harris, and Waller counties.

The EIS will evaluate a range of build alternatives and a no-build alternative.

TxDOT will issue a single Final Environmental Impact Statement and Record of Decision document pursuant to 23 U.S.C. 139(n)(2), unless TxDOT determines statutory criteria or practicability considerations preclude issuance of a combined document.

In accordance with 23 U.S.C. 139, cooperating agencies, participating agencies, and the public will be given an opportunity for continued input on project development. A virtual public scoping meeting is planned for Tuesday, Aug. 26, 2025, with two in-person open houses. One in-person meeting would be held on Aug. 26 at Leonard E. Merrell

Center, located at 6301 S Stadium Ln., Katy, TX 77494 and the second on Thursday, Aug. 28, 2025, at Fort Bend Epicenter, located at 28505 Southwest Fwy., Rosenberg, TX 77471. Both would be from 5 to 7 p.m. and would present identical content. The public scoping meeting will provide an opportunity for the public to review and comment on the draft coordination plan and schedule, the project purpose and need, the range of alternatives, and methodologies and level of detail for analyzing alternatives. It will also allow the public an opportunity to provide input on any expected environmental impacts, anticipated permits or other authorizations, and any significant issues that should be analyzed in depth in the EIS. In addition to the public scoping meeting, a public hearing will be held after the draft EIS is prepared. Public notice will be given of the time and place of the meeting and hearing.

The public meeting will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you free of charge. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the public meeting, please contact Gabriel Adame, TxDOT Houston District Public Engagement Coordinator, at 713-802-5199 no later than 4 p.m. CT, Friday, Aug. 22, 2025. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

The public is requested to provide public comment on alternatives or impacts and on relevant information, studies, or analyses with respect to this proposed project. Comments may be provided in writing by mail to Advanced Project Development, Texas Department of Transportation—Houston District, P.O. Box 1386, Houston, Texas 77251-1386 or by email to HOU-PIOwebmail@txdot.gov. Comments must be received by Friday, Sept. 12, 2025.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction.)

Issued on: July 8, 2025.

Ed Burgos-Gomez,

*Acting Director Program Development,
Federal Highway Administration.*

[FR Doc. 2025-13745 Filed 7-21-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety
Administration**

[Docket Number NHTSA-2011-0084]

**Agency Information Collection
Activities; Notice and Request for
Comment; Compliance Labeling of
Retroreflective Materials for Heavy
Trailer Conspicuity**

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Request for public comment on the reinstatement of a previously approved collection.

SUMMARY: The Department of Transportation (DOT) invites public comments about our intention to request the Office of Management and Budget (OMB) approval on the reinstatement of a previously approved collection on Federal Motor Vehicle Safety Standard (FMVSS) No. 108. Before a Federal agency can collect certain information from the public, it must receive approval from the OMB. Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and renewals of previously approved collections. This document describes a collection of labeling information on FMVSS No. 108, for which NHTSA intends to seek OMB approval. The labeling requirement is for retroreflective sheeting material.

DATES: Comments must be received on or before September 22, 2025.

ADDRESSES: You may submit comments (identified by the DOT Docket ID Number above) by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments. Mail: Docket Management Facility; M-30, U.S. Department of Transportation, West Building Ground Floor, Rm. W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery or Courier:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590 between 9 a.m. and 5 p.m. Eastern Time, Monday through Friday, except Federal holidays.

- *Fax:* (202) 493-2251.

Regardless of how you submit your comments, please be sure to mention the docket number of this document and identify the proposed collection of

information for which a comment is provided, by referencing its OMB clearance number.

Note: All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78).

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Gerald DeVries at (202) 366–1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before a proposed collection of information is submitted to OMB for approval, Federal agencies must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information:

Title: 49 CFR 571.108, Standard No. 108; Lamps, reflective devices, and associated equipment; Compliance Labeling of Retroreflective Materials Heavy Trailer Conspicuity.

OMB Control Number: 2127–0569.

Type of Request: Reinstatement of a previously approved collection.

Type of Review Requested: Regular.

Abstract: 49 U.S.C. 30111, 30112, and 30117 of the National Traffic and Motor Vehicle Safety Act of 1966 authorize the issuance of Federal Motor Vehicle Safety Standards (FMVSS). The agency, in prescribing a FMVSS, considers available relevant motor vehicle safety data and consults with other agencies, as it deems appropriate. Further, the statute mandates that, in issuing any FMVSS, the agency considers whether

the standard is “reasonable, practicable and appropriate for the particular type of motor vehicle or motor vehicle equipment for which it is prescribed,” and whether such a standard will contribute to carrying out the purpose of the Act. The Secretary is authorized to issue such rules and regulations as deemed necessary to carry out these requirements. Under this authority, the agency issued FMVSS No. 108, specifying labeling requirements to aid the agency in achieving many of its safety goals.

This notice requests comments on the labeling requirements of FMVSS No. 108, “Lamp, reflective devices and associated equipment,” which requires that the inscription “DOT–C2”, “DOT–C3”, or “DOT–C4”, as appropriate, constituting a certification that the retroreflective sheeting conforms to the requirements of the standard, appear at least once on the exposed surface of each white or red segment of retroreflective sheeting, and at least once every 300 mm on retroreflective sheeting that is white only. The characters must be not less than 3 mm high, and must be permanently stamped, etched, molded, or printed in indelible ink.

Affected Public: Manufacturers of conspicuity grade retroreflective materials.

Estimated Number of Respondents: 3.

The respondents are likely to be manufacturers of the conspicuity material. The agency estimates that currently there are three manufacturers producing conspicuity material.

Frequency: As needed.

Number of Responses: 191,000,000.

It is estimated that there are 2.34 million trailers and 0.55 million truck tractors that require new conspicuity tape annually. On average, a trailer requires approximately 60 ft. of reflective tape and a truck tractor requires about 4 ft. The labels are to be placed at intervals varying between 150 mm and 300 mm on rolls of retroreflective conspicuity tape. Considering the length of tape required per trailer and truck tractor, and that the labeling is applied on average every 9 in. (225 mm), a total number of 80 labels per trailer and 6 labels per truck tractor are required. Therefore, it is estimated that 191 million labels will be required annually (2.34 million trailers × 80 labels + 0.55 million truck tractors × 6 labels).

Estimated Total Annual Burden Hours: 3 hours.

The compliance symbol labeling program imposes only a minor hour burden per respondent, or three total hours, for the collection or reporting

based on a maximum time required to ensure that the correct inscription is being applied to the sheeting by the printing presses. The application of symbols is performed by automated equipment incorporated in the production process of the retroreflective sheeting.

Estimated Total Annual Burden Cost: \$4,000.

The cost to respondents is estimated based on information that was supplied by the respondents regarding the cost of supplying or modifying printing rollers to apply the label. The cost to manufacturers of applying the label requirement is the maintenance and amortization of printing rollers and the additional dye or ink consumed. The labels are printed during the normal course of steady flow manufacturing operations and do not add additional time to the production process.

Two methods of printing the label are in use. One method uses the same roller that applies the dye to the red segments of the material pattern. The roller is resurfaced annually using a computerized etching technique. The label was incorporated in the software to drive the roller resurfacing in 1993, and there is no additional cost to continue the printing of the label. In fact, costs would be incurred to discontinue the label.

The second method uses a separate roller and dye to apply the label. The manufacturer using this technique reported that the rollers have been in service for five years without detectable wear and predicted a service life of at least fifteen years. Four rollers costing about \$2,500 each are used for a total of \$10,000. If all three manufacturers chose to use this method, a total of 12 rollers would be used for a total cost of \$30,000. A straight-line depreciation of the rollers over 15 years (\$30,000 divided by 15 years) equals \$2,000 per year. The total cost of the dye required is derived from the number of labels required to be printed yearly and the dye required for each label. The total number of labels printed annually is about 191 million. Therefore, at a cost of approximately \$40 per gallon of dye and using about 0.001 milliliters of dye per label, the total cost of dye to print all the labels is estimated to be \$2,000 (191 million labels × \$40/gal × 0.001 ml × 0.000264172 ml/gal). With the yearly cost to replace the rollers of \$2,000 and an annual allowance of \$2,000 for dye, the annual total industry cost of maintaining the label is about \$4,000.

Estimated annual cost burden:

Additional cost of maintaining printing rollers with added label: \$0.

Annual cost of separate printing
rollers for label (where used): \$2,000.

Annual cost of additional dye or ink:
\$2,000.

Total annual respondent cost: \$4,000

Number of rollers	Cost of each roller	Total cost rollers	Depreciation over 15 years	Total annual labels (million)	Annual additional dye allowance	Est. total annual cost to maintain label
12	\$2,500	\$30,000	\$2,000	191	\$2,000	\$4,000

Public Comments Invited: You are asked to comment on any aspects of this information collection, including (a) whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Authority: The Paperwork Reduction Act of 1995, 44 U.S.C. Chapter 35; and delegation of authority at 49 CFR 1.95 and 501.8.

David Hines,

Acting Associate Administrator for Rulemaking.

[FR Doc. 2025–13739 Filed 7–21–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2020–0118; Notice 2]

Kawasaki Motors Corp., U.S.A. Grant of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Grant of petition.

SUMMARY: Kawasaki Motors Corp., U.S.A. (KMC), has determined that certain model year (MY) 2020–2021 Kawasaki ZR900F and ZRT00K motorcycles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 123, *Motorcycle Controls and Displays*. KMC filed a noncompliance report dated November 16, 2020. KMC simultaneously petitioned NHTSA on November 16, 2020, for a decision that the subject noncompliance is inconsequential as it

relates to motor vehicle safety. This notice announces the grant of KMC's petition.

FOR FURTHER INFORMATION CONTACT: Joshua Ulbricht, Compliance Engineer, NHTSA, Office of Vehicle Safety Compliance, (202) 366–4691.

SUPPLEMENTARY INFORMATION:

I. Overview: KMC has determined that certain MY 2020–2021 Kawasaki ZR900F and ZRT00K motorcycles do not fully comply with the requirements of paragraph S5.2.3(b) of FMVSS No. 123, *Motorcycle Controls and Displays* (49 CFR 571.123). KMC filed a noncompliance report dated November 16, 2020, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. KMC simultaneously petitioned NHTSA on November 16, 2020, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*.

Notice of receipt of KMC's petition was published with a 30-day public comment period, on April 23, 2021, in the **Federal Register** (86 FR 21787). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Then follow the online search instructions to locate docket number “NHTSA–2020–0118.”

II. Motorcycles Involved: Approximately 2,302 MY 2020–2021 Kawasaki ZR900F and ZRT00K motorcycles, manufactured between December 4, 2019, and November 2, 2020, are potentially involved.

III. Noncompliance: KMC explains the noncompliance is that the subject motorcycles are equipped with ignition switches that use the ISO identification symbol to identify the off position instead of the word “Off” as specified in paragraph S5.2.3(b) of FMVSS No. 123.

IV. Rule Requirements: Paragraph 5.2.3(b) of FMVSS No. 123 includes the

requirements relevant to this petition. If an item of equipment listed in Table 3, Column 1 of FMVSS No. 123 is provided, the item and its operational function shall be identified by (b) Wording shown in both Column 2 and Column 4. In this case, Table 3, No. 1, shows the Control and Display Identification Word “Ignition” and the Identification at Appropriate Position of Control and Display as “Off”.

V. Summary of KMC's Petition: The following views and arguments presented in this section, “V. Summary of KMC's Petition,” are the views and arguments provided by KMC. KMC describes the subject noncompliance and contends that the noncompliance is inconsequential as it relates to motor vehicle safety.

KMC explains that the ignition switch for the affected motorcycles is located in a pod directly in front of the operator, near the fuel filler opening on top of the fuel tank and is operated by an ignition key. The ignition switch is enclosed by a plastic cover that designates each position with a corresponding symbol. KMC's petition includes illustrations of each of these symbols. Sequentially in a clockwise direction, the symbols represent the following positions: (1) the front wheel of the motorcycle is locked in position when parked, (2) the ignition is disabled, and (3) the ignition is enabled. KMC says that the button that operates the starter motor is positioned on the handlebar, as opposed to the standard automotive practice of having the ignition switch operate the starter motor. A separate starting button must be pressed after inserting the key into the switch and turning the ignition to the “on” position in order to start the subject motorcycle. KMC claims that if an operator of the subject motorcycle only used the ignition switch, they would not be able to inadvertently start the engine. KMC notes that the owner's manual provided with the subject motorcycle instructs the operator to turn the ignition key to the correct symbol in order to stop the engine and provides an illustration of that symbol. Additionally, KMC says that the engine's stop switch on the handlebar of the subject