

Barium, Beryllium, Bismuth, Boron, Cadmium, Calcium, Cerium, Cesium, Chromium, Cobalt, Copper, Dysprosium, Erbium, Europium, Gallium, Gadolinium, Germanium, Gold, Hafnium, Hastelloy, Inconel, Indium, Iridium, Iron, Lanthanum, Lithium, Lead, Lutetium, Manganese, Magnesium, Mercury, Molybdenum, Monel, Neodymium, Neptunium, Nickel, Niobium, Osmium, Palladium, Platinum, Plutonium, Polonium, Potassium, Praseodymium, Promethium, Radium, Rhenium, Rhodium, Ruthenium, Samarium, Scandium, Silicon, Silver, Sodium, Steels, Strontium, Tantalum, Technetium, Tellurium, Terbium, Thallium, Thorium, Tin, Titanium, Tungsten, Uranium, Vanadium, Ytterbium, Yttrium, Zinc, and Zirconium.

This report pursuant to Section 1245(e) of IFCA covers the period January 1, 2021, to December 31, 2024.

Following a review of the available information, and in consultation with the Secretary of the Treasury, the Deputy Secretary of State has determined that Iran is not using the materials described in Section 1245(d) as a medium for barter, swap, or any other exchange or transaction. Following a review of the available information, and in consultation with the Secretary of the Treasury, the Deputy Secretary of State has determined that Iran is not listing any such materials as assets of the Government of Iran for purposes of the national balance sheet of Iran. Following a review of the available information, and in consultation with the Secretary of the Treasury, the Deputy Secretary of State has determined that the construction sector of Iran is controlled directly or indirectly by the IRGC.

Following a review of the available information, and in consultation with the Secretary of the Treasury, the Deputy Secretary of State has determined that the following additional types of materials described in Section 1245(d) are used in connection with the nuclear, military, or ballistic missile programs of Iran:

- Austenitic nickel-chromium alloy
- Magnesium ingots
- Sodium perchlorate
- EDM-11
- EDM-14A
- EDM-15
- Tungsten copper
- AA2024-T351 aluminum sheets and/or tubes
- ISO-68

- ISO-69

Paul S. Watzlavick,

Senior Bureau Official, International Security and Non-Proliferation Department of State.

[FR Doc. 2025-14729 Filed 8-1-25; 8:45 am]

BILLING CODE 4710-26-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2025-0104]

Agency Information Collection Activities: Notice of Request for Reinstatement of a Previously Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for reinstatement of a previously approved information collection.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for reinstatement of a previously approved information collection that is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by October 3, 2025.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 0104 by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 1-202-493-2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

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

FOR FURTHER INFORMATION CONTACT:

Anne Rowe, (240) 278-5394, Office of Project Development and Environmental Review, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Wildlife Crossings Pilot Program.

OMB Control: 2125-0672.

Background: The Wildlife Crossings Pilot Program (WCPP) is a competitive grant program established in the Infrastructure Investment and Jobs Act of 2021 (Pub. L. 117-58, November 15, 2021), and codified at 23 U.S.C. 171. The WCPP seeks to fund projects that will reduce wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species. The FHWA will advertise a Notice of Funding Opportunity for up to \$80 million in fiscal year 2026 funds, plus any funds available from prior fiscal years (FY 2022-2025).

Respondents: Approximately 60 Eligible Applicants, which are State departments of transportations, Indian tribes, metropolitan planning organizations, units of local government, regional transportation authorities, special purpose districts or public authorities with a transportation function, or Federal land management agencies (FLMA). For the purpose of the grant agreement stage and project management stage, respondents may also include Eligible Partners, which are a metropolitan organization; a unit of local government; a regional transportation authority; a special purpose district or public authority with a transportation function; an Indian Tribe; an FLMA; a foundation, nongovernmental organization, or institution of higher education; or a Federal, Tribal, regional, or State government entity.

Frequency: Once.

Estimated Average Burden per Response: 17 hours.

Estimated Total Annual Burden Hours: 1,020 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Issued on: July 31, 2025.

Jazmyne Lewis,

Information Collection Officer.

[FR Doc. 2025–14728 Filed 8–1–25; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Rescinding the Notice of Intent To Prepare an Environmental Impact Statement: Baltimore to Washington Superconducting Magnetic Levitation Project

AGENCY: Federal Railroad Administration, Department of Transportation.

ACTION: Notice of rescission.

SUMMARY: The Federal Railroad Administration (FRA) is announcing that it is rescinding its Notice of Intent (NOI) and will not prepare the Environmental Impact Statement (EIS) for the proposed Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) Project described therein. FRA previously issued a NOI to prepare an EIS in the *Federal Register* on November 15, 2016.

DATES: This rescission is effective immediately.

FOR FURTHER INFORMATION CONTACT:

Please contact Marlys Osterhues, Office of Environmental Program Management, 202–774–8646, or via email at marlys.osterhues@dot.gov.

SUPPLEMENTARY INFORMATION: FRA awarded the Maryland Department of Transportation (MDOT) \$27,800,000 through FRA's Magnetic Levitation Deployment grants program (MAGLEV Grants Program), authorized under 23 U.S.C. 322, note, for preliminary engineering and environmental review for the SCMAGLEV Project. The award was made through Cooperative Agreement No. FR–MPS–0002–16. The project would have deployed a new SCMAGLEV system between Washington, DC, and Baltimore, MD, with an intermediary stop at Baltimore/Washington International Thurgood Marshall (BWI) Airport. MDOT partnered with Baltimore Washington Rapid Rail (BWRR) to design the SCMAGLEV system. BWRR would have been responsible for construction and operation of the system. FRA, in cooperation with MDOT, initiated an EIS and published an NOI on November 15, 2016, at 81 FR 85319. FRA published a draft EIS (DEIS) for the project on January 15, 2021. Following the end of the 2021 public comment period on the DEIS, FRA paused the

environmental review process on the Federal Permitting Dashboard.¹ The purpose of the pause was to allow MDOT and BWRR additional time to agree on funding to continue the environmental review process and allow FRA and MDOT additional time to review project elements and consider next steps. Since August 24, 2021, the environmental review process has remained paused.

FRA has determined preparation of the final EIS for the SCMAGLEV Project is no longer feasible. FRA has found the current SCMAGLEV Project alternatives are likely to result in unresolvable significant effects to federal agencies, federal property, and critical agency infrastructure and operations during project construction and operation, including to the National Security Agency (NSA), U.S. Department of Defense (DOD) and Fort George G. Meade, National Aeronautics and Space Administration (NASA), U.S. Department of Agriculture (USDA), U.S. Secret Service (USSS), U.S. Department of Interior (DOI)—U.S. Fish and Wildlife Service (FWS) and National Park Service (NPS), and the Department of Labor (DOL). Following extensive consultation with these agencies, FRA determined the direct effects would have substantial negative effects to agency operations or to important resources managed by federal agencies. In addition, indirect effects would also significantly impair critical infrastructure and operations and ongoing agency missions.

FRA reviewed project elements to consider whether the DEIS alternatives could be modified to address the agencies' concerns. FRA considered whether modifying the project design of the alternatives, such as locating the SCMAGLEV system entirely underground, would avoid impacts to federal agencies; however, based on agency coordination, FRA found this modification would not address the agencies' collective concerns due to the location of the tunnel and the necessity to locate required ancillary features aboveground (e.g., fresh air/emergency egress [FA/EE]). In addition, BWRR had previously raised technical concerns with a completely underground system, citing cost and constructability, and advised FRA that its 180-acre trainset maintenance facility (TMF) likely could not be located underground.² Similarly, FRA considered whether certain project elements (e.g., TMF, FA/EE facilities)

could be relocated to avoid impacts. However, BWRR has noted that the system is designed to meet the Central Japan Railway Company's (JRC's)³ requirements for SCMAGLEV operations and relocation of project elements like the TMF would be inconsistent with JRC's requirements.⁴

In addition, FRA also considered whether the project's Purpose and Need Statement, which was developed consistent with the statutory requirements of the MAGLEV Grants Program and BWRR's technical requirements for system safety and performance, constrained potential modifications to the DEIS alternatives. For example, the Purpose and Need Statement describes the project's objective to achieve optimal speed. Based on BWRR's ridership analysis, a speed up to 310 mph would be necessary to generate revenue to sustain the SCMAGLEV system, accounting for other factors such as power consumption, aerodynamics, and human comfort.⁵ However, achieving this top speed requires a specific geometry for the SCMAGLEV guideway, which constrains the ability to avoid sensitive resources, such as the U.S. Fish and Wildlife-managed Patuxent Wildlife Refuge. In addition, the DEIS Purpose and Need Statement was developed prior to the significant federal investment in the Northeast Corridor (NEC) from the Infrastructure Investment and Jobs Act, which is intended to improve intercity passenger rail service along with NEC. Accordingly, many of the conclusions of the Purpose and Need statement may no longer be valid.

FRA found the alternatives analyzed in the DEIS cannot be modified to avoid, minimize, and mitigate significant effects to federal agencies and federal property. On June 23, 2025, at the request of BWRR, FRA coordinated a meeting with the federal land-owning and permitted agencies, BWRR, MDOT and FRA representatives. During the meeting, BWRR presented the proposed project alignment. In response, the agencies emphasized that their previous comments and significant concerns with the project described in the draft EIS remain, further underscoring that the project is not feasible as proposed. Therefore, FRA will not prepare a final EIS.

³ JRC is the SCMAGLEV technology owner.

⁴ See MDE, TMF Site Selection Discussion Points for USACE JPA Questions January 25, 2021, available at: <https://mde.maryland.gov/programs/water/WetlandsandWaterways/SiteAssets/Lists/SCMAGLEV/NewForm/Exhibit%20P%20E2%80%93%20TMF%20Supplement.pdf>.

⁵ DEIS at 3–2.

¹ <https://www.permits.performance.gov/permitting-project/dot-projects/baltimore-washington-superconducting-maglev-project>.

² DEIS at 3–7.