

cause for making this technical correction final without prior proposal and opportunity for comment because such notice and opportunity for comment is unnecessary as the technical correction is for minor typographical, non-substantive errors only.

Correction

PART 1090 [CORRECTED]

In FR Doc. 2024–31218 appearing at 90 FR 4320 in the **Federal Register** of Wednesday, January 15, 2025, the following correction is made:

§ 1090.1355 [Corrected]

■ 1. On page 4361, in the third column, in § 1090.1355, in Equation 1 to paragraph (a), “RVP = 0.946 · P_{total} – 0.347” is corrected to read:
“RVP = 0.956 · P_{total} – 0.347”.

Abigale Tardif,

Principal Deputy Assistant Administrator,
Office of Air and Radiation.

[FR Doc. 2025–10528 Filed 6–10–25; 8:45 am]

BILLING CODE 6560–50–P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MB Docket No. 25–108; RM–11998; DA 25–373; FR ID 293660]

Television Broadcasting Services; Hazard, Kentucky; Correction

AGENCY: Federal Communications Commission.

ACTION: Final rule; correction.

SUMMARY: The Federal Communications Commission published a document in the **Federal Register** of May 5, 2025, concerning a rulemaking filed by Gray Television Licensee, LLC, licensee of WYMT–TV, Hazard, Kentucky, requesting substitution of channel 12 for channel 20 at Hazard in the Table of TV Allotments. The document contained the incorrect state in the title.

DATES: June 11, 2025.

FOR FURTHER INFORMATION CONTACT: Emily Harrison, Media Bureau, at Emily.Harrison@fcc.gov, (202) 418–1665, or Mark Colombo, Media Bureau, at Mark. Colombo@fcc.gov, (202) 418–7611.

SUPPLEMENTARY INFORMATION:

Correction

In rule FR Doc. 2025–07755, in the **Federal Register** of May 5, 2025, on page 18928, in the first column, correct the title caption to read:

Television Broadcasting Services; Hazard, Kentucky

Dated: May 5, 2025.

Federal Communications Commission.

Thomas Horan,

Chief of Staff, Media Bureau.

[FR Doc. 2025–10604 Filed 6–10–25; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Parts 531, 533, and 535

[Docket No. NHTSA–2025–0055]

Resetting the Corporate Average Fuel Economy Program

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

ACTION: Interpretive rule.

SUMMARY: The National Highway Traffic Safety Administration is issuing this interpretive rule to set forth the agency’s interpretation of the factors the agency is prohibited by law from considering when setting maximum feasible fuel economy standards under the Energy Policy and Conservation Act of 1975, the Energy Independence and Security Act of 2007, and other applicable law. This rule describes NHTSA’s interpretation of its authority to establish the necessary legal foundation for bringing the Corporate Average Fuel Economy (CAFE) program into compliance with relevant statutory requirements. The rule also describes NHTSA’s interpretation of its authority for a commercial medium- and heavy-duty (MDHD) on-highway vehicle and work truck fuel efficiency improvement program, also establishing the necessary legal foundation for bringing that program into compliance with the law. Pending the rulemaking process for the establishment of replacement standards, NHTSA will exercise its enforcement authority with regard to all existing CAFE and MDHD standards in accordance with the interpretation set forth in this rule.

DATES: This interpretive rule is applicable as of June 11, 2025.

FOR FURTHER INFORMATION CONTACT: For technical and policy issues, Joseph Bayer, CAFE Program Division Chief, Office of Rulemaking, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; email: joseph.bayer@dot.gov; phone: (202) 366–1810. For legal issues,

Hannah Fish, NHTSA Office of the Chief Counsel, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; email: hannah.fish@dot.gov.

SUPPLEMENTARY INFORMATION: The National Highway Traffic Safety Administration (NHTSA) is issuing this interpretation as the foundation for resetting its Corporate Average Fuel Economy (CAFE)¹ and medium- and heavy-duty fuel efficiency (MDHD) programs as authorized by law. In accordance with the President’s Executive Order, *Unleashing American Energy*, and the Secretary’s Memorandum, *Fixing the CAFE Program*, NHTSA is in the process of reviewing and reconsidering fuel economy standards applicable to vehicles produced from model year (MY) 2022 forward.² NHTSA is also reviewing the existing MDHD standards, including those standards for heavy-duty pickup trucks and vans referenced in the Secretary’s Memorandum. NHTSA will apply this interpretation to ensure any changes to these standards and standards set in the future comply with the law, including the legal prohibition on considering dedicated alternative and dual-fueled vehicles and credit trading when setting CAFE standards.³

I. Background

The Energy Policy and Conservation Act of 1975 (EPCA), as amended by the Energy Independence and Security Act of 2007 (EISA), directs the Secretary of Transportation—and NHTSA by delegation—to prescribe average fuel economy standards for the United States passenger automobile and non-passenger automobile fleets, separately, for each model year at the maximum feasible average fuel economy level.⁴ Passenger automobiles are those that the Secretary decides by regulation are manufactured primarily for transporting not more than ten individuals, but do not include automobiles that the Secretary decides by regulation have a significant feature designed for off-highway operation and are 4-wheel

¹ NHTSA’s light-duty program for automobiles. See, e.g., 49 U.S.C. 32902(b)(1)(A)–(B).

² *Unleashing American Energy*, Executive Order 14154 of January 20, 2025, 90 FR 8353 (Jan. 29, 2025); Memorandum from the Secretary of Transportation to Office of the Administrator of the National Highway Traffic Safety Administration (NHTSA), Office of the Assistant Secretary for Policy (OST–P) and Office of the General Counsel (OGC) (Jan. 28, 2025), available at <https://www.transportation.gov/sites/dot.gov/files/2025-01/Signed%20Secretarial%20Memo%20re%20Fixing%20the%20CAFE%20Program.pdf>.

³ See 49 U.S.C. 32902(h).

⁴ 49 U.S.C. 32902(b)(2)(B); 49 CFR 1.95.