

is submitted, a description of estimated aircraft operations during a forecast period that is at least five years in the future and how those operations will affect the map. A noise exposure map must be prepared in accordance with title 14, Code of Federal Regulations (CFR) part 150, the regulations promulgated pursuant to 49 U.S.C. 47502 and developed in consultation with public agencies and planning authorities in the area surrounding the airport, state and Federal agencies, interested and affected parties in the local community, and aeronautical users of the airport. In addition, an airport operator that submitted a noise exposure map, which the FAA determined is compliant with statutory and regulatory requirements, may submit a noise compatibility program for FAA approval that sets forth measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA completed its review of the noise exposure map and supporting documentation submitted by the Antonio B. Won Pat International Airport Authority and determined the noise exposure map and accompanying documentation are compliant with applicable requirements. The documentation that constitutes the Noise Exposure Map includes: “Figure ES–1. Existing Condition (2024) Noise Exposure Map” and “Figure ES–2. Future Conditions (2029) Noise Exposure Map” which addresses the current and forecast NEM graphics, and the “Antonio B. Won Pat International Airport, 14 CFR part 150, Noise Exposure Map Update”, dated December 2024, that compiles all other applicable narrative, graphic, or tabular representations of the data, including, but limited to, airport description, flight track data, aircraft operations data, aviation forecast data, on-airport and off-airport land use information, etc. as required by 14 CFR 150.101 and 49 U.S.C. sections 47503 and 47506. This determination is effective on April 28, 2025. FAA’s determination on an airport’s noise exposure map is limited to a finding that the noise exposure map was developed in accordance with the 49 U.S.C. 47503 and 47506 and procedures contained in 14 CFR part 150, appendix A. FAA’s acceptance of an NEM does not constitute approval of the applicant’s data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise

relationship of specific properties within noise exposure contours depicted on a noise exposure map, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of 49 U.S.C. 47506. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 or through FAA review and acceptance of a noise exposure map. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted a noise exposure map or with those public and planning agencies with which consultation is required under 49 U.S.C. 47503. The FAA relied on the certification by the airport operator, under of 14 CFR 150.21 that the required consultations and opportunity for public review has been accomplished during the development of the noise exposure maps. Copies of the noise exposure map and supporting documentation and the FAA’s evaluation of the noise exposure maps are available for examination at the following locations:

1. Federal Aviation Administration, Honolulu Airports District Office, 300 Ala Moana Boulevard, Room 7–128, Honolulu, Hawaii 96850.
2. Antonio B. Won Pat International Airport Authority, 355 Chalan Pasaheru, Tamuning, Guam 96913.

Questions may be directed to the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Issued in Honolulu, Hawaii, on April 28, 2025.

Mark A. McClardy,

Director, Airports Division, AWP–600, FAA Western-Pacific Region.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2025–0003]

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

AGENCY: Federal Highway Administration (FHWA), DOT.

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

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) for a reinstatement of an information collection previously approved. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by June 2, 2025.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 0003 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: Mark Glaze, (202) 366–4503, HEPN–10, Room E74–466, Federal Highway Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: We published a **Federal Register** Notice with a 60-day public comment period on this information collection on December 10, 2024, at 89 FR 99323. The notice received one comment that was not relevant or applicable to this program. The comment was classified as malicious activity and potential malware for data exfiltration.

Title: Congestion Mitigation and Air Quality Improvement Program (CMAQ) Project Tracking System.

OMB Control: 2125–0614.

Background: The development and maintenance of a cumulative database of all CMAQ projects is required by 23 U.S.C. 149(i)(1). This database must include specific information about each project such as name, location, sponsor, cost, and to the extent already measured by the project sponsor, cost-effectiveness based on reductions in emissions and congestion. States provide annual reports in each fiscal year on all CMAQ funded projects, including obligations of program funds; descriptions of individual projects; and potential impacts on air quality improvement and congestion reduction. The data provided in the annual reports are available to the public through the CMAQ Public Access System and meet the requirements of 23 U.S.C. 149(i)(1).

Information provided in the CMAQ project reporting system is useful for FHWA and FTA planning purposes, as well as for reports to the U.S. Congress. The database is also the official data source for reporting on the CMAQ on-road mobile source emissions performance measure established in 23 U.S.C. 150(c)(5)(B) and under the transportation performance management requirements in 23 CFR part 490.

Respondents: There are 51 respondents, including 50 State Transportation Departments and the District of Columbia. There are approximately 2000 project entries per year.

Frequency: Once every calendar year to record CMAQ project data from the previous fiscal year, on or about March 1st.

Estimated Average Burden per Response: There is a total of 51 annual reports per year on a variable number of reported projects. Each project entry requires on average 15 minutes to complete.

Estimated Total Annual Burden Hours: Total estimated average annual burden is 500 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: April 29, 2025.

Jazmyne Lewis,

Information Collection Officer.

[FR Doc. 2025–07673 Filed 5–1–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway Project in Michigan

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of limitation on claims for judicial review.

SUMMARY: This notice announces actions taken by FHWA and other Federal agencies that are final. The actions relate to a proposed highway project, I–94, Ann Arbor Saline Road in Ann Arbor to M–10/Lodge Expressway in Detroit, in Washtenaw and Wayne Counties, State of Michigan. The actions issue a National Environmental Policy Act (NEPA) decision relating to the I–94 Connected and Automated Vehicle Corridor Project.

DATES: By this notice, FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency action on the highway project will be barred unless the claim is filed on or before September 29, 2025. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then the shorter time period applies.

FOR FURTHER INFORMATION CONTACT: For FHWA: Eric Purkiss, Program Development Director, FHWA Michigan Division, 315 Allegan, Room 201, Lansing, MI 48933, telephone: (517) 702–1848, email: Eric.Purkiss@dot.gov. The FHWA Michigan Division Office's normal business hours are 8 a.m. to 4:30 p.m. (eastern standard time). For the Michigan Department of Transportation (MDOT) Michelle Mueller, Manager, Connected, Automated Vehicles and Electrification, Michigan Department of Transportation, P.O. Box 30050, 425 W Ottawa Street, Lansing, MI 48909, telephone: (248) 431–1443, email: muellerm2@michigan.gov. The Michigan Department of Transportation's normal

business hours are 8 a.m. to 5 p.m. (eastern standard time).

SUPPLEMENTARY INFORMATION: Notice is hereby given that FHWA has taken final agency action subject to 23 U.S.C. 139(l)(1) by issuing a Finding of No Significant Impact (FONSI) for the following highway project in the State of Michigan: I–94 Connected and Automated Vehicle Corridor Project in Washtenaw and Wayne Counties. Improvements include equipping the existing inside general-purpose lane with technology that enhances road operations and supports Connected and Automated Vehicle (CAV). Vehicles would be able to access the lane through access points, which are breaks between physical separation that are at least 2,000 feet in length to facilitate vehicle merges.

FHWA's action, related actions by other Federal agencies, and the laws under which such actions were taken, are described in the FONSI for the project, approved on April 23, 2025, and in other documents in the project file. The FONSI is available for review by contacting FHWA or MDOT at the addresses provided above. These documents are also available for viewing and download from the project website at: <https://michigan.gov/cavproject>.

This notice applies to all Federal agency decisions that are final as of the issuance date of the notice and all laws under which such actions were taken, including but not limited to:

1. *General:* National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109 and 23 U.S.C. 128]; E.O. 11514 Protection and Enhancement of Environmental Quality.
2. *Air:* Clean Air Act [42 U.S.C. 7401–7671(q)].
3. *Land:* Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].
4. *Wildlife:* Endangered Species Act (ESA) [16 U.S.C. 1531–1544 and Section 1536]; Marine Mammal Protection Act [16 U.S.C. 1361]; Anadromous Fish Conservation Act [16 U.S.C. 757(a)–757(g)], Fish and Wildlife Coordination Act [16 U.S.C. 661–667d]; Migratory Bird Treaty Act [16 U.S.C. 703–712], Magnuson-Stevenson Fishery Conservation and Management Act of 1976, as amended [16 U.S.C. 1801 *et seq.*]; E.O. 13112 Invasive Species.
5. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological