

underway, additional infrastructure improvements at LC-39A associated with the evolved Starship-Super Heavy program to be addressed in this EIS include, but are not limited to, a Super-Heavy catch tower; onsite facilities for propellant generation and propellant storage (e.g., natural gas pretreatment system and methane liquefier); cooling tower; air separation unit; and deluge system.

The potential environmental impacts of all proposed construction and operational activities, including those from launch and landing, will be analyzed in the EIS. The EIS will evaluate the potential environmental impacts associated with air quality; biological resources (including fish, wildlife, and plants); climate; coastal resources; Department of Transportation Act, Section 4(f); farmlands; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological and cultural resources; land use; natural resources and energy supply; noise and noise-compatible land use; socioeconomics, environmental justice, and children's health and safety risks; visual effects; and water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers). This analysis will consist of an evaluation of potential direct and indirect impacts and will account for cumulative impacts from other relevant activities in the vicinity of the action.

Concurrent with the NEPA process, the FAA is initiating National Historic Preservation Act section 106 Consultation to determine the potential effects of the Proposed Action on historic properties. Additionally, the FAA is consulting with the USFWS under section 7 of the Endangered Species Act (ESA) regarding potential impacts on federally listed threatened and endangered species. The FAA is also consulting with the National Marine Fisheries Service under section 7 of the ESA and the Marine Mammal Protection Act for potential impacts on protected marine species. Pursuant to the U.S. Department of Transportation Act of 1966, this EIS will comply with the requirements of section 4(f) of the Act, as applicable.

#### Alternatives

The Council on Environmental Quality defines "reasonable alternatives" as those "that are technically and economically feasible and meet the purpose and need for the proposed action." (40 CFR 1508.1(z)). Through an alternative screening process based on Starship-Super Heavy requirements and the purpose and need,

the 2019 EA established LC-39A as the approved location for Starship-Super Heavy operations, and infrastructure development based on NASA's 2019 FONSI is already underway. LC-39A could provide time-critical mission capability to NASA and commercial pursuits via the Starship-Super Heavy. In addition to existing launch infrastructure, LC-39A could provide launch site diversity for Starship-Super Heavy to meet the purpose and need for near-term lunar exploration under the NASA Artemis and HLS programs.

Given the above, the only alternative to the Proposed Action as described in this EIS is the No Action Alternative. Under the No Action Alternative, FAA would not issue a Vehicle Operator License for Starship-Super Heavy operations at LC-39A. SpaceX would not implement further improvements or launch Starship-Super Heavy from LC-39A. Potential impacts associated with the No Action Alternative will be analyzed in this EIS.

#### Scoping Meetings

FAA will hold three IN-PERSON scoping meetings and one VIRTUAL public scoping meeting. The meetings will allow the public to receive information on the Proposed Action, meet lead and cooperating agency representatives, and provide comments to the record.

The IN-PERSON meetings will be held on June 12, 2024, and June 13, 2024. The June 12, 2024, meetings will be held from 2 p.m.–4 p.m. and 6 p.m.–8 p.m. (Eastern) at the Radisson Cape Canaveral, 8701 Astronaut Blvd., Cape Canaveral, Florida 32920. The June 13, 2024, meeting will be held from 6 p.m.–8 p.m. (Eastern) at the Kennedy Space Center Visitor Complex, Space Commerce Way, Merritt Island, Florida 32953. All meetings will consist of an open house information-station format wherein the FAA will provide information describing the purpose of the scoping meetings, project schedule, opportunities for public involvement, Proposed Action and alternatives summary, and environmental resource area summary. Fact sheets will be made available containing similar information. At any time during the meetings, the public will have the opportunity to provide verbal comments to a court reporter or written comments via a written comment form at one of several commenting stations. English-Spanish translation services will be provided at the in-person meetings.

The VIRTUAL meeting will be held on June 17, 2024; 6 p.m.–8 p.m. (Eastern); the URL and call-in number for the meeting will be provided in

advance on the FAA's project website [https://www.faa.gov/space/stakeholder\\_engagement/spacex\\_starship\\_ksc](https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc). The virtual meeting will consist of a closed-captioned auto-run presentation describing the purpose of the scoping meetings, project schedule, opportunities for public involvement, Proposed Action and alternatives summary, and environmental resource area summary. Presentations will be run at the beginning of each hour. Members of the public may provide written comments via the chat function during the presentation and for the remainder of each hour. Verbal comments up to three minutes can be given after the completion of each presentation. A moderator will facilitate verbal comments. English-Spanish translation services for verbal comments will be provided. Both English and Spanish versions of the presentation will be made available to the public on FAA's project website.

More information regarding the scoping meetings, along with any published scoping materials, is available on FAA's project website at [https://www.faa.gov/space/stakeholder\\_engagement/spacex\\_starship\\_ksc](https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc).

Issued in Washington, DC.

**Daniel P. Murray,**

*Executive Director, Office of Operational Safety.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2024-0038]

#### 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.

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**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for reinstatement of an existing 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 July 9, 2024.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number 0038 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:** Mr. Paul Foundoukis, (785) 273-2655, Department of Transportation, Federal Highway Administration, Highway Systems Performance (HPPI-20), Office of Highway Policy Information, Office of Policy & Governmental Affairs, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7:30 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

*Title:* Highway Performance Monitoring System (HPMS).

*OMB Control:* 2125-0028.

*Background:* The HPMS data that is collected is used for management decisions that affect transportation, including estimates of the Nation's future highway needs and assessments of highway system performance. The information is used by the FHWA to develop and implement legislation and by State and Federal transportation officials to adequately plan, design, and administer effective, safe, and efficient transportation systems. This data is essential to the FHWA and Congress in evaluating the effectiveness of the Federal-aid highway program. The HPMS also provides mile and lane-mile components of the Federal-Aid Highway Fund apportionment formulae. The data that is required by the HPMS is continually reassessed and streamlined by the FHWA. The process has recently been updated to enable the transactional submission of many data items, thereby reducing the need to submit redundant data each year.

*Respondents:* State governments of the 50 States, the District of Columbia, and the Commonwealth of Puerto Rico.

*Frequency:* Annually.

*Estimated Average Burden per Response:* The estimated average burden

per response for the annual collection and processing of the HPMS data is 2,000 hours for each State, the District of Columbia, and the Commonwealth of Puerto Rico.

*Estimated Total Annual Burden Hours:* The estimated total annual burden for all respondents is 104,000 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: May 7, 2024.

**Jazmyne Lewis,**

*Information Collection Officer.*

[FR Doc. 2024-10227 Filed 5-9-24; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Motor Carrier Safety Administration**

[Docket No. FMCSA-2022-0243]

**Parts and Accessories Necessary for Safe Operation; Application for an Exemption From Gemini Motor Transport LP, USDOT# 913300**

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

**ACTION:** Notice of final disposition; grant of exemption.

**SUMMARY:** The Federal Motor Carrier Safety Administration (FMCSA) announces its decision to grant Gemini Motor Transport LP's, USDOT No. 913300, (Gemini) application for an exemption to allow it to operate commercial motor vehicles (CMVs) equipped with a module manufactured by Intellistop, Inc. (Intellistop). The Intellistop module is designed to pulse the required rear clearance, identification, and brake lamps from a lower-level lighting intensity to a higher-level lighting intensity 4 times in 2 seconds when the brakes are applied

and then return the lights to a steady-burning state while the brakes remain engaged. The Agency has determined that granting the exemption to Gemini, an individual, easily identifiable motor carrier operating a finite number of CMVs, would likely achieve a level of safety equivalent to, or greater than, the level of safety achieved by the regulation.

**DATES:** This exemption is effective May 10, 2024 and ending May 12, 2029.

**FOR FURTHER INFORMATION CONTACT:** Mr. David Sutula, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, MC-PSV, (202) 366-9209, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590-0001; [MCPSV@dot.gov](mailto:MCPSV@dot.gov).

**I. Viewing Comments and Documents**

To view comments, go to [www.regulations.gov](http://www.regulations.gov), insert the docket number "FMCSA-2022-0243" in the keyword box, and click "Search." Next, sort the results by "Posted (Newer-Older)," choose the first notice listed, and click "Browse Comments."

To view documents mentioned in this notice as being available in the docket, go to [www.regulations.gov](http://www.regulations.gov), insert the docket number "FMCSA-2022-0243" in the keyword box, click "Search," and choose the document to review.

If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

**II. Legal Basis**

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from certain parts of the FMCSRs if it "finds such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent the exemption." FMCSA must publish a notice of each exemption request in the **Federal Register** and provide the public an opportunity to inspect the information relevant to the application, including the applicant's safety analysis, and an opportunity for public comment on the request (49 U.S.C. 31315(b)(6)(A); 49 CFR 381.315(a)).

The Agency reviews safety analyses and public comments submitted and determines whether granting the exemption would likely achieve a level