

were taken, are described in the combined Final Environmental Assessment (FEA) and Finding of No Significant Impact (FONSI) for the project, approved on August 12, 2026 and in other documents in the project records. The FEA/FONSI and other project records are available by contacting City and County of Honolulu Department of Transportation Services, the Hawaii Department of Transportation, or FHWA at the addresses provided above. The FEA/FONSI can be viewed and downloaded from the project website at <https://www.honolulu.gov/dts/ala-pono/> or obtained from any contact listed above.

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

1. General: National Environmental Policy Act (42 U.S.C. 4321 *et seq.*); Federal-Aid Highway Act (23 U.S.C. 109, 139, and 128).
2. Air: Clean Air Act, as amended (42 U.S.C. 7401–7671q).
3. Noise: Noise Control Act of 1972 (42 U.S.C. 4901–4918); Procedures for Abatement of Highway Traffic Noise and Construction Noise (23 U.S.C. 109(h), 109(i)); 42 U.S.C. 4331, 4332; sec. 339(b), Public Law 04–59, 109 Stat. 568, 605.
4. Land: Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303; 23 U.S.C. 138); Landscaping and Scenic Enhancement (Wildflowers) (23 U.S.C. 319).
5. Wildlife: Endangered Species Act (16 U.S.C. 1531–1544 and 1536); Marine Mammal Protection Act (16 U.S.C. 1361–1423h); Fish and Wildlife Coordination Act (16 U.S.C. 661–667(d)); Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703–712); Magnuson-Stevens Fishery Conservation and Management Act of 1976, as amended (16 U.S.C. 1801 *et seq.*), with Essential Fish Habitat requirements (16 U.S.C. 1855(b)(2)).
6. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 306108 *et seq.*); Archaeological Resources Protection Act of 1977 (16 U.S.C. 470(aa)–470(mm)); Archaeological and Historic Preservation Act (54 U.S.C. 312501–312508); Native American Grave Protection and Repatriation Act (NAGPRA) (25 U.S.C. 3001 *et seq.*).
7. Social and Economic: American Indian Religious Freedom Act (42 U.S.C. 1996); Farmland Protection Policy Act (FPPA) (7 U.S.C. 4201–4209); the Uniform Relocation Assistance and Real

Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 *et seq.*, as amended by the Uniform Relocation Act Amendments of 1987 (Pub. L. 100–17)).

8. Wetlands and Water Resources: Coastal Zone Management Act (16 U.S.C. 1451–1464); Land and Water Conservation Fund Act (16 U.S.C. 4601–4604); Safe Drinking Water Act (SDWA) (42 U.S.C. 300(f)–300(j)–26); Rivers and Harbors Act of 1899 (33 U.S.C. 401–406); Wetlands Mitigation (23 U.S.C. 119(g) and 133(b)(14)); Flood Disaster Protection Act (42 U.S.C. 4012a, 4106).

9. The analysis pertaining to any applicable Executive Order considered during the environmental review process to the extent such analysis may be challenged in court. Such Executive Orders may include: E.O. 11990 Protection of Wetlands; E.O. 11988 and 13690, Floodplain Management; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

Authority: 23 U.S.C. 139 (l)(1).

Richelle Takara,

Division Administrator, Honolulu, HI.

[FR Doc. 2026–16719 Filed 8–14–26; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–1750]

Denial of Motor Vehicle Defect Petition, DP26002

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

ACTION: Denial of a petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a defect petition (DP26002) submitted by Mr. Bhupinder Dhadda. The petition requested that the Agency initiate a safety defect investigation into wheel fastening practices on heavy-duty vehicles and vehicles utilizing 10–285.75 mm bolt circle wheels, with the focus of the investigation being the absence of a redundant mechanical wheel fastener mechanism. After conducting a technical review of the petition and other information, NHTSA’s Office of Defects Investigation

has concluded that the issues raised by the petition do not warrant a defect investigation at this time. Accordingly, the Agency has denied the petition.

FOR FURTHER INFORMATION CONTACT:

Andrew Brady, Medium and Heavy-Duty Vehicle Defect Division, Office of Defects Investigation, NHTSA, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone: 202–751–5800. Email: andrew.brady@dot.gov.

SUPPLEMENTARY INFORMATION:

Introduction

Interested persons may petition NHTSA requesting that the Agency initiate an investigation to determine whether a motor vehicle or an item of replacement equipment does not comply with an applicable motor vehicle safety standard or contains a defect that relates to motor vehicle safety. 49 U.S.C. 30162(a)(2); 49 CFR 552.1. Upon receipt of a properly filed petition, the Agency conducts a technical review of the petition, material submitted with the petition, and any additional information. 49 U.S.C. 30162(a)(2); 49 CFR 552.6. The technical review may consist solely of a review of information already in the possession of the Agency, or it may include the collection of information from a motor vehicle manufacturer or other sources. After conducting the technical review and considering appropriate factors, which may include, but are not limited to, the nature of the complaint, allocation of Agency resources, Agency priorities, the likelihood of uncovering sufficient evidence to establish the existence of a defect, and the likelihood of success in any necessary enforcement litigation, the Agency will grant or deny the petition. *See* 49 U.S.C. 30162(a)(2); 49 CFR 552.8.

Background Information

The Office of Defects Investigation (ODI) received a petition on November 21, 2025, requesting a defect investigation to “determine whether the absence of a redundant mechanical wheel fastener locking mechanism constitutes a safety-related defect in motor vehicles and motor-vehicle equipment” in the heavy-vehicle sector. On March 4, 2026, NHTSA opened Defect Petition DP26002 to evaluate the petitioner’s request. The petition itself can be reviewed at [NHTSA.gov](https://www.nhtsa.gov) under ODI number 11703245.

Summary of Petition

The petition alleges that heavy-vehicle wheel fasteners can loosen once a vehicle is placed into service due to real-world stresses such as thermal

cycling, vibration, dynamic loads, embedment relaxation, and joint fatigue. The petitioner requested that NHTSA initiate a defect investigation to determine whether the absence of a redundant mechanical wheel fastener locking mechanism constitutes a safety-related defect in the heavy-vehicle sector.

Office of Defects Investigation Analysis

The petition focused on all vehicles utilizing the 10–285.75 mm bolt wheels, also known as 10 Hole 22.5" Hub Pilot Wheels. ODI conducted a comprehensive search of Vehicle Owner Questionnaires (VOQ) and Early Warning Reporting (EWR) data for vehicles equipped with the subject wheels. Furthermore, ODI reviewed six months of the Federal Motor Carrier Safety Administration's Motor Carrier Management Information System (MCMIS) violation data for commercial vehicles cited for loose or missing wheel fasteners. After reviewing this data, ODI has found insufficient evidence to support the petitioner's claim that a safety-related defect exists.

The data indicates that instances of loose or missing fasteners typically occur at higher mileages following fleet maintenance activities, rather than because of an inherent vehicle manufacturing or design defect. Furthermore, commercial motor vehicle operators are required to conduct daily pre-trip inspections to detect and mitigate loose fasteners before operation. Given the lack of evidence establishing a systemic safety defect, ODI is denying this petition.

The denial of this petition does not foreclose the Agency from taking further action if warranted or making a future finding that a safety-related defect exists based upon additional information the Agency may receive.

Authority: 49 U.S.C. 30162(d) and 49 CFR part 552; delegation of authority at 49 CFR 1.95(a).¹

Eileen Sullivan,

Associate Administrator for Enforcement.

[FR Doc. 2026–16749 Filed 8–14–26; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–1651]

New Car Assessment Program (NCAP); Removal of Dynamic Rollover Resistance Test and Side Air Bag Out-of-Position Testing; Updates to NCAP's 10-Year Roadmap

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

ACTION: Request for comments (RFC).

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) is requesting public comment on a proposal to remove two legacy test procedures from its signature consumer information program, the New Car Assessment Program (NCAP): the Dynamic Rollover Resistance Test (specifically, the "Fishhook" maneuver) and the Side Air Bag Out-of-Position (SAB–OOP) testing protocols. The Agency believes these program elements have achieved their original safety goals. This notice also proposes updates to both the mid- and long-term components of the 10-year roadmap established for future NCAP upgrades. These proposed changes are intended to modernize NCAP, focus resources on crash scenarios and technologies with the greatest potential for injury reduction, and ensure the program continues to provide the most impactful safety information to the public.

DATES: Comments should be submitted no later than October 16, 2026.

ADDRESSES: You may submit comments to the docket number identified in the heading of this document by one of the following methods:

- *Electronic submissions:* Go to the Federal eRulemaking Portal at <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* (202) 493–2251.

- *Mail or Hand Delivery:* Docket Management, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Suite W58–213, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 or (202) 366–9317 before coming.

Instructions: All submissions must include the agency name and docket number for this notice. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any

personal information provided. Please see the Privacy Act heading below.

Privacy Act: 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) or you may visit <https://www.transportation.gov/privacy>.

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 via internet.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Taryn Rockwell, Office of Crashworthiness Standards by email at taryn.rockwell@dot.gov, or by phone at 202–366–1810. Address: National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

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I. Background

NCAP was established in 1978 to provide consumers with comparative information on the safety performance of new vehicles, thereby incentivizing safety improvements that extend beyond the established Federal Motor Vehicle Safety Standards (FMVSS). The program uses a 5-Star Safety Rating System to communicate vehicle safety performance in three key areas: frontal crash protection, side crash protection, and rollover resistance. Separately, the program also conducts testing to assess the performance of advanced driver assistance systems (ADAS), pedestrian protection, the protection afforded by side air bags to out of position occupants, and child seat usability.

To maintain NCAP's effectiveness as a driver of safety innovation and consumer awareness, NHTSA periodically reviews its test procedures to ensure they accurately reflect the current vehicle fleet and provide data that assists consumers in their

¹ The authority to determine whether to approve or deny defect petitions under 49 U.S.C. 30162(d) and 49 CFR part 552 has been further delegated to the Associate Administrator for Enforcement.