

whether any of the 178 current exclusions warrant further extension beyond November 29, 2025. See 90 FR 44749 (the September 16, 2025 notice). The September 16, 2025 notice provides that the focus of the evaluation would be on the availability of products covered by the exclusion from sources outside of China, efforts undertaken to source products covered by the exclusion from the United States or third countries, why additional time is needed, and whether further extending the exclusion will likely contribute to a shift in sourcing the product outside of China. Additionally, USTR would consider whether further extending the exclusion is consistent with the Administration's priorities and how further extending the exclusion will impact U.S. interests, including the overall impact of the exclusion on the goal of obtaining the elimination of China's acts, policies, and practices covered in the Section 301 investigation.

On November 1, 2025, the White House announced a historic trade and economic deal reached between President Trump and President Xi Jinping of China.¹ Pursuant to this deal, the United States would further extend the 178 exclusions scheduled to expire on November 29, 2025, until November 10, 2026. Among other actions, China would continue its exclusion process and further extend existing exclusions through December 31, 2026, which would facilitate China's purchases of U.S. goods.

B. Determination To Extend Exclusions

The Section 301 statute, which is set out in Sections 301 to 308 of the Trade Act of 1974 (19 U.S.C. 2411–2418), includes authority for the U.S. Trade Representative to modify the action being taken in an investigation. In particular, Section 307(a)(1) authorizes the U.S. Trade Representative to modify or terminate any action taken under Section 301, subject to the specific direction, if any, of the President, if the burden or restriction on U.S. commerce of the acts, policies, and practices that are the subject of the action has increased or decreased, or the action is being taken under Section 301(b) and is no longer appropriate.

In light of the trade and economic deal reached between President Trump and President Xi Jinping of China, the direction of the President, and the

factors set out in the September 16, 2025 notice, the U.S. Trade Representative has determined to extend the 178 current exclusions until November 10, 2026.

The U.S. Trade Representative's decision to further extend the 178 current exclusions takes into consideration the public comments received in response to the September 16, 2025 notice. In response to the notice, 147 of the current exclusions received comments supporting extension and claiming, *inter alia*, that products covered by the exclusion continue to be available only in limited quantities outside of China and additional time is needed to shift sourcing outside of China. Only ten of these exclusions also received comments opposing extension. Generally, commenters opposing extension claimed that products covered by an exclusion are available outside of China, and some comments asserted an adverse impact to a competing domestic industry. The U.S. Trade Representative's decision to extend these exclusions also takes into consideration public comments previously provided, the advice of the advisory committees, the advice of the interagency Section 301 Committee, and the direction of the President.

As indicated in the May 30, 2024 notice and the September 18, 2024 notice, the exclusion extensions in the annexes to this notice are available for any product that meets the description in the product exclusion. Further, the scope of each exclusion is governed by the scope of the ten-digit Harmonized Tariff Schedule of the United States (HTSUS) statistical reporting numbers and product descriptions set forth in U.S. notes 20(vvv)(i), 20(vvv)(ii), 20(vvv)(iii), and 20(vvv)(iv) and 20(www) to subchapter III of chapter 99 of the HTSUS.

U.S. Customs and Border Protection will issue instructions on entry guidance and implementation.

The U.S. Trade Representative may continue to consider further extensions and/or additional modifications as appropriate.

Annex A

The U.S. Trade Representative has determined to extend all exclusions under heading 9903.88.69 and U.S. notes 20(vvv)(i), 20(vvv)(ii), 20(vvv)(iii), and 20(vvv)(iv) to subchapter III of chapter 99 of the HTSUS. See 89 FR 46948 (May 30, 2024), 90 FR 23987 (June 5, 2025), and 90 FR 42500 (September 2, 2025). The extension is effective with respect to goods entered for consumption, or withdrawn from

warehouse for consumption, on or after 12:01 a.m. eastern standard time on November 30, 2025, and before 11:59 p.m. eastern daylight time on November 9, 2026. Effective on November 30, 2025, the article description of heading 9903.88.69 of the HTSUS is modified by deleting "November 29, 2025," and by inserting "November 9, 2026," in lieu thereof.

Annex B

The U.S. Trade Representative has determined to extend all exclusions under heading 9903.88.70 and U.S. note 20(www) to subchapter III of chapter 99 of the HTSUS. See 89 FR 76581 (September 18, 2024), 90 FR 23987 (June 5, 2025), and 90 FR 42500 (September 2, 2025). The extension is effective with respect to goods entered for consumption, or withdrawn from warehouse for consumption, on or after 12:01 a.m. eastern standard time on November 30, 2025, and before 11:59 p.m. eastern daylight time on November 9, 2026. Effective on November 30, 2025, the article description of heading 9903.88.70 of the HTSUS is modified by deleting "November 29, 2025," and by inserting "November 9, 2026," in lieu thereof.

Jennifer Thornton,

General Counsel, Office of the United States Trade Representative.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2024–0400]

Agency Information Collection

Activities: Agency Information Collection Activity Under OMB Review

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

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

DATES: Please submit comments by December 31, 2025.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 0400 by any of the following methods:

Website: For access to the docket to read background documents or

¹ Fact Sheet, The White House, President Donald J. Trump Strikes Deal on Economic and Trade Relations with China (Nov. 1, 2025), <https://www.whitehouse.gov/fact-sheets/2025/11/fact-sheet-president-donald-j-trump-strikes-deal-on-economic-and-trade-relations-with-china/>.

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: Eva Birk, eva.birk@dot.gov, Office of Natural Environment, Federal Highway Administration, Department of Transportation, 1200 New Jersey Ave. SE, Washington, DC 20590. Office hours are from 7 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: FHWA published a **Federal Register** Notice with a 60-day public comment period on this information collection on December 3, 2024, at 89 FR 95895. The notice received one comment. This comment called for a clear grant application process in order “to improve trust between local and federal governments.” FHWA has considered this comment and will assess options to streamline the application process during the next round of funding. The burden summary provided below covers the entire 3-year PRA period and has been updated since the publication of the 60-Day **Federal Register** Notice to reflect a more accurate estimate of total number of applications and evaluation activities.

Title: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Competitive Grant Program and Voluntary Resilience Improvement Plans.

Background: The Infrastructure Investment and Jobs Act (IIJA) established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Competitive Grant Program to plan for and strengthen surface transportation to be more resilient to current and future weather events, natural disasters, and changing conditions, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes. The program includes four

grant categories: Planning, Resilience Improvement, Community Resilience and Evacuation Routes, and At-Risk Coastal Infrastructure.

Summary of Information Collection Activities

For this competitive grant program, the FHWA issues Notices of Funding Opportunity (NOFO) that describe the requirements of the PROTECT Competitive Grant Program, including the criteria that will be used to evaluate applications. The NOFOs provide a description of the application requirements. Eligible applicants request PROTECT funds in the form of an electronic grant application. Additional information submissions are required for applicants who are selected for a grant (*i.e.*, the grantees) during the grant agreement, grant implementation and evaluation phases.

Additionally, State DOTs and MPOs may develop Resilience Improvement Plans under the PROTECT Program. A Resilience Improvement Plan is a voluntary, risk-based assessment of vulnerable transportation assets in immediate and long-term transportation planning that demonstrates a systemic approach to surface transportation system resilience (23 U.S.C. 176(e)). A Resilience Improvement Plan can reduce Non-Federal match by up to 10% for both PROTECT Formula and Discretionary Grant projects (23 U.S.C. 176(e)(1)(B)). FHWA’s Office of Natural Environment will continue to support ad-hoc resilience and planning technical assistance for State DOTs and MPOs on a variety of topics during the PRA covered time frame. These activities may include voluntary virtual or in-person peer exchanges. Participants choosing to enroll in a peer exchange are asked to submit a pre-event questionnaire.

Lastly, FHWA is required by 23 U.S.C. 176(f)(1) to establish effectiveness metrics and evaluation procedures for the PROTECT Discretionary Grant Program and select a representative sample of projects to evaluate with these metrics. FHWA will select a representative sample of up to 50 funded projects to evaluate their impact and effectiveness to fulfil this statutory requirement. Projects selected as part of this representative sample will have additional reporting requirements.

Burden estimates for each of these PROTECT program components are described below:

Grant Application, Agreement, Implementation and Evaluation Phase Activities

Grant Application Phase

Eligible entities that may apply for PROTECT Discretionary grants vary depending on the type of the competitive grant. Planning Grants, Resilience Improvement Grants, and Community Resilience and Evacuation Route Grants have the same statutory rules for eligible applicants. The At-Risk Coastal Infrastructure Grant category has different statutory rules for eligible applicants. During the application process applicants will provide a project narrative and budget information, Standard Form 424, and Disclosure of Lobbying Activities form (SF-LLL).

—**Respondents:** PROTECT Grant applicants.

—**Frequency:** One time per grant application.

—**Estimated Average Burden per Response:** 166 hours for a Planning Grant application activities, 217 hours for a Resilience Improvement Grant application, 217 hours for a Community Resilience and Evacuation Routes Grant application, and 117 hours for an At-Risk Coastal Infrastructure Grant application.

—**Estimated Total Annual Burden Hours:** It is expected that 600 respondents will complete approximately one application during the 3-year PRA period for an estimated total of 107,926 annual burden hours.

Grant Agreement Phase

All grant recipients must work with FHWA to develop and execute a grant agreement detailing terms and conditions for use of funds.

Respondents: All Grant Recipients.

Frequency: One time, unless a grant agreement amendment is necessary.

Estimated Burden: Approximately 30 hours per respondent. Some capital projects may need to process amendments to the grant agreement which is expected to take an additional 10–15 hours per amendment.

Grant Implementation Phase

During the grant implementation phase, the grantee completes semi-annual progress and recertification reports to ensure the project budget and schedule are maintained to the maximum extent possible, that compliance with Federal regulations are met, and the project is completed to the highest degree of quality. Post-award reporting responsibilities include Semi-Annual Performance Progress Reports (FHWA-PPR), and a financial status

report called the SF-425 (also known as the Federal Financial Report or SF-FFR). Semi-Annual Project Progress Reports are submitted as an attachment to the SF-425 form. Additionally, grant recipients requesting advance or reimbursement need to provide an SF 270 and an SF 271 form, respectively. After project close and no later than 120 days after the end of the period of performance, grant recipients submit a Final Project Progress Report and Recertification, including a final Federal Financial Report (SF-425).

Respondents: All Grant recipients:

- Frequency:* Semi-Annually During the period of performance; one Final Progress Report after project close.
- Estimated Burden Hours:* Grantees provide a FHWA Project Progress Report (FHWA-PPR) as an attachment to their Federal Financial Report (SF 425). Approximately 1 hour for each form.
- Approximately 1 additional hour each time an SF 270 and an SF 271 are used for an advance or reimbursement.

Grant Evaluation Phase

During the evaluation phase, reporting is necessary to comply with 2 CFR 200.301, to assess program effectiveness for the Federal Government, and to provide information regarding how the project is achieving the outcomes that grantees have targeted. Grantees collect both baseline and project performance measure data unique to their project as outlined in their grant agreement, and report on their chosen performance measure(s) via an Annual Performance Report (see Grant Agreement Schedule G—Performance Measurement). Annual Performance Reports are submitted electronically to FHWA for three years post project completion for all project types, followed by a final performance report.

Respondents: All Grant Recipients:

- Frequency:* Annually during a 3-year period of performance
- Estimated Burden:* Approximately 2 hours per year.

Total burden hours for PROTECT Competitive Grant agreement, implementation, and evaluation phases (all recipients):

- Over the three-year PRA period, FHWA estimates that it will take approximately 42 hours to complete all the post-award activities outlined above for a Planning Grant, 96 hours for a Resilience Improvement Grant, 96 hours for a Community Resilience and Evacuation Route Grant, and 96 hours for an At-Risk

Coastal Infrastructure Grant. FHWA estimates that 200 award recipients will perform these reporting activities during the 3-year PRA period, which will result in 16,500 total burden hours.

Resilience Improvement Plans and Related Technical Assistance

Resilience Improvement Plans, resilience planning peer exchanges, and FHWA on-demand planning and resilience technical assistance are all voluntary activities completed by State DOTs and MPOs that occur on an ad-hoc frequency. Resilience Improvement Plans are estimated to require 250 hours to complete. Resilience Planning Peer Exchange pre-event questionnaires require approximately 1 hour. Information collections to support related FHWA resilience technical assistance activities will vary widely. Generally, these activities may include electronic or in-person submission of project plans and designs, draft technical materials, and PowerPoint materials from a State DOT or MPO to FHWA and a peer group. FHWA may conduct informal interviews, focus groups or additional short electronic questionnaires to support these technical assistance activities and gauge interest in future trainings and assistance offerings.

Respondents: State Departments of Transportation and Metropolitan Planning Organizations.

Frequency: One time.

Estimated Total Annual Burden Hours: It is estimated that 25 State DOTs and 25 MPOs will complete Resilience Improvement Plans during the 3-year PRA period for an estimated total of 12,500 annual burden hours. FHWA estimates that approximately 350 participants will complete a peer exchange pre-event questionnaire for an FHWA peer exchange event, resulting in an estimated total of 350 burden hours.

PROTECT Metrics and Program Evaluation Activities

A smaller number of grantees selected for further monitoring to support an FHWA Evidence Act Program Evaluation and fulfill FHWA's obligations under 23 U.S.C. 176(f)(1)(B) will need to coordinate with FHWA to provide baseline data in the pre-construction phase. These grantees will also assist FHWA in gathering annual post-construction project performance data for 3–5 years. Participants may be asked to attend interviews and focus groups to verify desktop, primary source, or field measurement data collected by FHWA. This selected sample of 50 projects will also be

administered a survey via electronic form submittal. The survey is estimated to take 0.5 hours to complete. Since FHWA may allow additional projects to voluntarily participate in the survey, we are estimating a high end of survey participants with up to all 200 grantees electing to participate in the survey.

—*Respondents:* A representative sample of up to 50 selected grantees are expected to participate in the PROTECT Discretionary Resilience Metrics and Program Evaluation data collection.

—*Frequency:* One-time baseline data collection followed by annual data project monitoring with FHWA for three to five years after project completion.

—*Estimated Average Burden per Response:* FHWA estimates 25 hours of burden annually per selected project for data collection and coordination with FHWA for construction projects, and 6 hours of coordination needed annually for planning grants. An additional 15 hours of burden in the first year for notification, initial coordination with FHWA and baseline data collection. The evaluation team will hold quarterly update calls for each project that will take 1 hour. The one-time survey of up to 200 grantees is estimated to take 0.5 hours to complete. Projects selected for metrics monitoring will also be asked to participate in up to 2 in-depth interviews or focus groups.

—*Estimated Total Annual Burden Hours:* These activities are expected to have an estimated total of 2,792 annual burden hours during the PRA period.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

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

Issued on: November 26, 2025.

Jazmyne Lewis,

Information Collection Officer.

[FR Doc. 2025–21681 Filed 11–28–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2025–0688]

Parts and Accessories Necessary for Safe Operation; Application for Exemption From Intelligent Motorist Alert Messaging Systems

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of application for exemption; request for comments.

SUMMARY: FMCSA requests public comment on an application for a 5-year exemption submitted by Intelligent Motorist Alert Messaging Systems (IMAMS). The applicant seeks an exemption for autonomous commercial motor vehicles (CMVs) from the regulation that requires the use of traditional warning devices to alert other vehicles when the CMV has become disabled. The exemption would allow autonomous CMVs to use IMAMS dynamic digital LED messaging platform as an alternative to traditional warning devices. FMCSA requests public comment on IMAMS's application.

DATES: Comments must be received on or before December 31, 2025.

ADDRESSES: You may submit comments identified by Federal Docket Management System (FDMS) Number FMCSA–2025–0688 by any of the following methods:

- *Federal eRulemaking Portal:* www.regulations.gov. See the Public Participation and Request for Comments section below for further information.
- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* West Building, Ground Floor, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. E.T., Monday through Friday, except Federal holidays.
- *Fax:* (202) 493–2251.

Each submission must include the Agency name and the docket number (FMCSA–2025–0688) for this notice. Note that DOT posts all comments

received without change to www.regulations.gov, including any personal information included in a comment. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments, go to www.regulations.gov at any time or visit the ground level of the West Building, 1200 New Jersey Avenue SE, Washington, DC, 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.

Privacy Act: In accordance with 49 U.S.C. 31315(b), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14–FDMS, which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edit and are searchable by the name of the submitter.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, FMCSA, at (202)–961–1373, or by email at MCPSV@dot.gov.

If you have questions on viewing or submitting material to the docket, contact Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials.

Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA–2025–0688), indicate the specific section of this document to which the comment applies, and provide a reason for suggestions or recommendations. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to www.regulations.gov and put the docket number “FMCSA–2025–0688” in the

keyword box, and click “Search.” Next, sort the results by “Posted (Newer–Older),” choose the first notice listed, click the “Comment” button, and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope. FMCSA will consider all comments and material received during the comment period.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant's safety analysis. The Agency must provide an opportunity for public comment on the request.

The Agency reviews the application, safety analyses, and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved without the exemption, pursuant to the standard set forth in 49 CFR 381.305(a)). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision from which the applicant will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR 381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)).

III. Applicant's Request

Current Regulatory Requirements

The applicable FMCSRs in 49 CFR 392.22(b) require the driver of a CMV stopped on the traveled portion or the shoulder of a highway for any cause other than a necessary traffic stop to activate hazard warning signal flashers and place required warning devices as soon as possible, but within ten minutes, at specified locations behind and in front of the stopped CMV. The regulations also prescribe placement of