

value relative to the administrative burden on transit agencies and FTA. Consistent with the Administration's focus on reducing regulations, FTA proposes rescinding the WE-20 reporting requirement.

DATES: Comments should be filed by December 2, 2025.

ADDRESSES: You may send comments, identified by docket number FTA-2025-0134, by any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov> and follow the online instructions for submitting comments.

- *Mail:* Send comments to Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* West Building Ground Floor, Room W12-140, 1200 New Jersey Ave. SE, between 9:00 a.m. and 5:00 p.m. ET, Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Management Facility, U.S. Department of Transportation, at (202) 493-2251.

Instructions: You must include the agency name (Federal Transit Administration) and Docket Number (FTA-2025-0134) for this notice, at the beginning of your comments. If sent by mail, submit two copies of your comments.

Electronic Access and Filing: This document and all comments received may be viewed online through the Federal eRulemaking portal at <https://www.regulations.gov> or at the street address listed above. Electronic submission, retrieval help, and guidelines are available on the Federal eRulemaking portal website. The website is available 24 hours each day, 365 days a year. Please follow the instructions. An electronic copy of this document may also be downloaded from the Office of the Federal Register's home page at <https://www.federalregister.gov>.

Privacy Act: Except as provided below, all comments received into the docket will be made public in their entirety. The comments will be searchable 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 should not include information in your comment you do not want to be made public. You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or at <https://www.transportation.gov/privacy>.

FOR FURTHER INFORMATION CONTACT: For program questions, Chelsea Champlin, National Transit Database Program Manager, FTA Office of Budget and Policy, 202-366-4050, or Chelsea.champlin@dot.gov. For legal questions, Alexander Lipow, Attorney-Advisor, 202-366-4011, or Alexander.Lipow@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

The NTD was established by Congress to be the Nation's primary source for information and statistics on the transit systems of the United States. Recipients and beneficiaries of FTA grants under either the Urbanized Area Formula Program (49 U.S.C. 5307) or Rural Area Formula Program (49 U.S.C. 5311) are required by law to report data to the NTD. Recipients generally report data on an annual or monthly basis.

During the COVID-19 pandemic, FTA found it did not have sufficient and timely data on transit ridership or transit service levels to inform decision-makers at the Federal, State, and local levels during the rapidly changing crisis situation. To better understand changes in the transit industry on a timely basis during the tumultuous time, FTA went through the notice and comment process (Docket number FTA-2022-0018) pursuant to 49 U.S.C. 5334(k) to, among other things, enable FTA to collect additional data from a sample set of modal reports from across the universe of full, reduced, tribal, and rural reporters on a weekly reference WE-20 Form. FTA finalized the WE-20 reporting requirements in March 2023 (88 FR 13497).

The goal of the sample data collection (received from approximately 400 FTA recipients) was to obtain a representative nationwide snapshot of transit ridership and transit service levels. The sampling methodology uses a stratified random sampling based on region, mode, and other factors. FTA then made sampling adjustments as needed based on unavailable modes, recipients without weekly data access, or other factors.

Although the WE-20 reporting requirement provided important data as the country recovered from the pandemic, it is not required by statute, and after two years of experience with this data collection, FTA has now determined the WE-20 reporting requirement no longer offers sufficient value relative to the administrative burden on transit agencies and is inconsistent with this Administration's deregulatory priorities.

Proposed Recission of the WE-20 Reporting Requirement

In consideration of the foregoing, and consistent with the Administration's focus on reducing regulatory burdens, FTA proposes to rescind the WE-20 reporting requirement. The requirement is not mandated by statute and no longer offers sufficient value relative to the administrative burden on transit agencies. FTA welcomes public comments on the proposed recission.

Marcus J. Molinaro,
Administrator.

[FR Doc. 2025-20086 Filed 11-17-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2025-0053]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; 49 CFR Part 585, Phase-In Reporting Requirements

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

ACTION: Notice and request for comments on a request for reinstatement with modification of a previously approved information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. This notice describes a collection of information for phase-in reporting requirements as part of a final rule in which NHTSA amended Federal Motor Vehicle Safety Standard (FMVSS) No. 208, "Occupant crash protection." A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on May 28, 2025. NHTSA received one public comment that was not relevant to the information collection request.

DATES: Comments must be submitted on or before December 18, 2025.

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of

Management and Budget at www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select “Currently under Review—Open for Public Comment” or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Ms. Carla Rush (Carla.Rush@dot.gov), U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted OMB.

Title: 49 CFR part 585; Phase-In Reporting Requirements.

OMB Control Number: 2127–0535.

Form Number(s): N/A.

Type of Request: Reinstatement with modification of a previously approved information collection.¹

Type of Review Requested: Regular.

Requested Expiration Date of

Approval: 3 years from date of approval.

Summary of the Collection of Information: On August 22, 2024, NHTSA published a final rule amending FMVSS No. 208, “Occupant crash protection.”² Among other requirements, FMVSS No. 208 mandates that motor vehicles be equipped with advanced air bag systems capable of deactivating or adjusting the force with which the air bags deploy depending on size of the occupant seated in positions with frontal air bags. Manufacturers must certify that their advanced air bag systems comply with the requirements when certain child restraint systems (CRSs) are installed in their vehicles with specific dummies listed in the standard. These specific CRSs are listed

in Appendix A–1 of FMVSS No. 208, and the August 2024 final rule updated the list of CRSs listed in Appendix A–1 to ensure the CRSs being used for testing are representative of the current CRS market.

As part of the update to FMVSS No. 208, there is a phase-in of the requirements for testing with the new CRSs listed in Appendix A–1. As with all phase-ins, the agency is adopting a reporting and recordkeeping requirement to facilitate the agency’s enforcement of the standard by aiding NHTSA in determining whether a manufacturer has complied with the phase-in requirements during the phase-in period. The reporting and recordkeeping requirements require that manufacturers submit an annual production report to NHTSA that includes the number of vehicles manufactured in the current production year and the production of complying vehicles and retain records of compliance with the phase-in requirements for five years. NHTSA estimates this collection will impact 22 manufacturers each year and will have a total annual burden of 22 hours and \$0 in total annual cost.

Description of the Need for the Information and Proposed Use of the Information: The purpose of the reporting requirements is to aid NHTSA in determining whether a manufacturer has complied with the phase-in requirements during the phase-in period. Without the reporting requirements, NHTSA would have no way of knowing whether a manufacturer has complied with the phase-in requirements during the phase-in period.

60-Day Notice: A **Federal Register** notice with a 60-day comment period soliciting public comments on the following information collection was published on May 28, 2025 (90 FR 22574). NHTSA received one public comment that was not relevant to the information collection request.

Affected Public: The only required respondents for the reporting requirements are applicable light vehicle manufacturers.

Estimated Number of Respondents: The agency expects 22 vehicle manufacturers to be required to respond to the information collection request.

Frequency: The final rule requires the following implementation schedule: Forty percent of all of a manufacturer’s light vehicles must comply with the revised appendix by September 1, 2025, and all light vehicles must be fully compliant no later than September 1, 2026. The phase-in plan requires manufacturers to report achievement of

the annual production quota in the phase-in period. These requirements are found in 49 CFR part 585, “Phase-In Reporting Requirements.” The reporting and recordkeeping requirements require that manufacturers submit an annual production report to NHTSA that includes the number of vehicles manufactured in the current production year and the production of complying vehicles and that they retain records of compliance with the phase-in requirements for five years. The report is due within 60 days after the end of the production year ending August 31, 2026. After the report is received, requirements will cease and no further report will be required during that year.

Estimated Total Annual Burden: The annual burden involves the tasks of collection of the information required by the annual report as well as placing the information in a form suitable for record keeping and data retrieval. Since almost all of the information required is already recorded by the manufacturers as part of their production control and tracking systems, a nominal assessment of half a burden hour per respondent is estimated for data retrieval and report preparation and half a burden hour per respondent for the record keeping of the data.

NHTSA estimates the labor costs associated with these labor hours using hourly labor rates published by the Bureau of Labor Statistics (BLS) estimates that hourly wages represent approximately 70.5 percent of total compensation for private industry workers.³ For the labor costs associated with this ICR, NHTSA uses the mean hourly wage of \$40.64 per hour for “Technical Writers” (occupational code 27–3042) for the Motor Vehicle Manufacturing Industry⁴ and applies the 70.5 percent factor to find the total compensation rate of \$57.65 per hour (\$40.64 per hour divided by 0.705). The total annual labor cost associated with the burden hours is estimated to be \$1,268.20 (time burden of 22 hours × \$57.65 cost per hour).

Estimated Total Annual Burden Cost: \$0. There are no additional costs to respondents other than the labor cost associated with the burden hours described above.

Public Comments Invited: You are asked to comment on any aspects of this

¹ This information collection request (ICR) is to request a reinstatement with modification of a previously approved information collection for mandatory phase-in reporting for vehicle manufacturers (OMB Control No. 2127–0535) and requesting that it be renamed as “49 CFR part 585; Phase-In Reporting Requirements.” This ICR will be used to consolidate all phase-in reporting requirements that are included in 49 CFR part 585 and was chosen because the OMB Control Number is currently listed in 49 CFR 509 as being associated with information collections contained in part 585.

² 89 FR 67869.

³ See Table 1. Employer Costs for Employee Compensation by ownership (Dec. 2024), available at <https://www.bls.gov/news.release/pdf/ecec.pdf> (accessed April 1, 2025).

⁴ See May 2023 National Industry-Specific Occupational Employment and Wage Estimates, NAICS 336100—Motor Vehicle Manufacturing, available at https://www.bls.gov/oes/2023/may/naics4_336100.htm#27-0000 (accessed April 1, 2025).

information collection, including (a) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29A.

David Hines,

Acting Associate Administrator for Rulemaking.

[FR Doc. 2025–20139 Filed 11–17–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2025–0721]

Agency Information Collection Activities; Notice and Request for Comment; Fatality Analysis Reporting System (FARS) and Non-Traffic Surveillance (NTS)

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

ACTION: Notice and request for comments on a request for extension of a currently approved information collection.

SUMMARY: NHTSA invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for an extension of a currently approved information collection. Before a Federal agency can collect certain information from the public, it must receive approval from OMB. Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes a collection of information for which NHTSA intends

to seek OMB approval that collect data on motor vehicle crashes involving fatalities.

DATES: Comments must be submitted on or before January 20, 2026.

ADDRESSES: You may submit comments identified by the Docket No. NHTSA–2025–0721 through any 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, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

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 additional information or access to background documents, contact Barbara Rhea, State Data Reporting Systems Division (NSA–120), (202) 560–6724, National Highway Traffic Safety Administration, Room W53–304, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Please identify the relevant collection of information by referring to its OMB Control Number (2127–0006).

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult

with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following: (a) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) how to enhance the quality, utility, and clarity of the information to be collected; and (d) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses. In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information for which the agency is seeking approval from OMB.

Title: Fatality Analysis Reporting System (FARS) and Non-Traffic Surveillance (NTS).

OMB Control Number: 2127–0006.

Form Number(s): NHTSA Form 2100.

Type of Request: Revision of a currently approved collection of information.

Type of Review Requested: Regular.

Requested Expiration Date of Approval: 3 years from date of approval.

Summary of the Collection of Information

NHTSA is authorized by 49 U.S.C. 30182 and 23 U.S.C. 402, 403 & 405, the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117–58) and the Cameron Gulbransen Kids Transportation Safety Act of 2007 (K.T. Safety Act) (Pub. L. 110–189) to collect data on motor vehicle traffic crashes to aid in the identification of issues and the development, implementation, and evaluation of motor vehicle and highway safety countermeasures to reduce fatalities and the property damage associated with motor vehicle crashes. Using this authority, NHTSA established the Fatal Analysis Reporting System (FARS) and the Non-Traffic Surveillance (NTS), which collect data on fatal motor vehicle traffic crashes. Among other things, the information aids in the establishment and enforcement of motor vehicle