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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2025-0235]

Agency Information Collection Activities: Notice of Request for Renewal of Currently Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for renewal of currently 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 renewal an existing 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 October 23, 2025.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 0235 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: Thy H. Nguyen, (202) 875-0520, Department of Transportation, Office of the Assistant Secretary for Research and Technology (OST-R), 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7 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 May 13, 2025, at [90 FR 20338]. There were no comments received.

Title: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program.

OMB Control: 2125-0667.

Background: The Bipartisan Infrastructure Law (also known as the Infrastructure Investment and Jobs Act), enacted on November 15, 2021, provides for significant investments in America's transportation infrastructure. A key program of the legislation is the Strengthening and Revolutionizing Transportation (SMART) Grants Program (\$100 million per year), under which "the Secretary shall provide grants to eligible entities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety" (BIL § 25005; 23 U.S.C. 502(b)). More specifically, SMART Grants may be used to carry out a project that demonstrates at least one of the following:

- Coordinated Automation
- Connected Vehicles
- Intelligent Sensor-Based Infrastructure
- Systems Integration
- Commerce Delivery and Logistics
- Leveraging Use of Innovative Aviation Technology
- Smart Grid
- Smart Technology Traffic Signals

The Office of the Secretary will issue a Notice of Funding Opportunity (NOFO) that describes the requirements of the SMART Grant program, including the criteria that will be used to evaluate applications. The NOFO will provide a description of the application requirements. All eligible entities must submit a completed application in order to be considered for a grant award.

The applicants who are selected for a grant (*i.e.*, the grantees) will have additional reporting requirements associated with their SMART grant, outlined below.

- **Annual Implementation Reports.** These annual reports document project progress in meeting its goals.

The first report is submitted not later than 2 years after the date on which the SMART grant is received and annually thereafter until the date on which the SMART grant is expended.

- The Final Implementation Report will demonstrate how the deployment and operational costs of the project compared to the benefits and savings; the means by which each project has met its original expectation, including

data findings on the impacts of the project (*e.g.*, safety, mobility, access, system efficiency, etc.) and lessons learned.

- **Evaluation Plan.** The evaluation plan describes how the project will be evaluated, including the anticipated impacts of the project (*e.g.*, goals), the methods that will be used to measure those impacts, and the performance measures.

- **Data Management Plan.** The data management plan provides more detailed information on the types of data being collected by the grantee and how that data will be managed and stored (*e.g.*, how privacy is protected, the entities that have access to the data, etc.).

Quarterly Progress Reports. The Quarterly progress reports provide status updates, including activities accomplished during the quarter, financial and schedule reporting, and anticipated activities for the next quarter (among other updates, such as any project challenges).

Respondents: Eligible entities that may apply for the grant include: (A) a State; (B) a political subdivision of a State; (C) a Tribal government; (D) a public transit agency or authority; (E) a public toll authority; (F) a metropolitan planning organization; and (G) a group of 2 or more eligible entities (A through F) applying through a single lead applicant.

Only recipients of SMART Stage One Planning and Prototyping Grants, or eligible entities designated by Stage One SMART recipients, awarded under previous SMART Stage One NOFOs, may apply for Stage Two/Implementation Grant NOFOs.

We anticipate up to 100 applicants per Stage 1 NOFO, and approximately 30 will be awarded.

We anticipate up to 80 applicants per Stage 2 NOFO, and approximately 12 will be awarded.

Frequency: Annually.

Estimated Average Burden per Response: Estimated average burden per response for the application process is between 15-20 hours, 15-30 hours for the grant agreements, 10 hours for the project management, and 20 hours project evaluation.

Estimated Total Annual Burden Hours: The estimated total annual burden is 13,900 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: September 19, 2025.

Jazmyne Lewis,

Information Collection Officer.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2020-0081]

Inspection, Repair and Maintenance; Inspector Qualifications; Intermodal Association of North America (IANA) Application for Renewal of Exemption

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

ACTION: Notice of final disposition; renewal of exemption.

SUMMARY: FMCSA announces its final decision to renew an exemption requested by the Intermodal Association of North America (IANA) to allow an individual who completes a training program consistent with IANA's Intermodal Recommended Practices (IRPs) to be considered a qualified inspector for purposes of the periodic inspection of intermodal equipment (IME), or a qualified brake inspector, for purposes of the brake system inspection, repair, and maintenance requirements of IME.

DATES: This renewed exemption is effective from August 18, 2025, and expires on August 17, 2030.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, FMCSA Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety Standards; (202) 366-9209; MCPSV@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to

<https://www.regulations.gov/docket/FMCSA-2020-0081/document> and choose the document to review. To view comments, click this notice, then click "Browse Comments." 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 20590-0001, 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 the 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 analyses. The Agency must also 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 absent such exemption, pursuant to the standard set forth in 49 U.S.C. 31315(b)(1). The Agency must publish the 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 and the effective period and will explain 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. Background

Current Regulatory Requirements

The FMCSRs require individuals performing (1) annual inspections of commercial motor vehicles (CMVs) under 49 CFR 396.17, or (2) inspections, maintenance, repairs, or service to the brake systems on CMVs under § 396.25, to be properly qualified to perform such inspections. Under §§ 396.19(a)(3)(ii) and 396.25(d)(3)(ii), an individual who has a combination of training or experience totaling at least 1 year as outlined in those sections is considered

to be qualified to conduct those inspections.

IV. Application for Renewal of Exemption

The initial exemption application from IANA was described in detail in a **Federal Register** notice on August 18, 2020 (85 FR 50876) and will not be repeated here as the facts have not changed since that time. FMCSA published a **Federal Register** notice announcing the application for exemption renewal on July 1, 2025 (90 FR 28858).

V. Public Comments

The Agency received two comments to the public docket, one opposing the exemption renewal and one that is not relevant to the exemption application.

AWM Associates, LLC (AWM) contends that "Since 2005 the IANA, its members, and non-members have continued to neglect intermodal chassis dispatching chassis [sic] that fall short of the FMCSR causing a negative impact to carriers' CSA scores." AWM references a 2005 crash at the Hampshire Illinois Toll Booth.

VI. Agency Decision

FMCSA has evaluated IANA's application and the public comment. For the reasons discussed below, FMCSA has determined that granting the exemption renewal to continue allowing individuals who successfully complete a performance-based training program consistent with the IRPs and associated requirements developed by IANA, instead of the time-based training and experience requirements specified in the FMCSRs, would likely achieve a level of safety equivalent to or greater than the level of safety provided by compliance with the regulations.

In 2015, IANA established a Mechanics Training Task Force as part of its Maintenance & Repair Committee. As an initial step, the Task Force evaluated the processes necessary for the inspection and repair of intermodal equipment, and developed recommended practices and training for the mechanics who inspect and work on the equipment. These recommendations were based on IANA's analysis of FMCSA inspection data for intermodal equipment over a 5-year period that identified specific vehicle components that routinely are the subject of out-of-service violations.

IANA stated that the goal of the Task Force was to develop processes and procedures to assist the industry in complying with the requirements in part 393, part 396, and Appendix G (now recodified as Appendix A to part 396)