

Recordkeeping and Reporting; Sleeping Quarters). The relevant Docket Number is FRA–2012–0079.

Specifically, LIRR seeks an extension of relief from the on-duty requirements in § 228.405(a)(3), *Limitations on duty hours of train employees engaged in commuter or intercity rail passenger transportation*, which states that a train employee may not go on duty, under certain circumstances, including in a series of at most 14 consecutive calendar days. The existing relief allows LIRR employees to “reset” the series of at most 14 consecutive calendar days after a “general pick” (a biannual event allowing train employees to bid on jobs, with jobs being awarded based on an employee’s seniority) or a large timetable revision. In its petition, LIRR explains that the relief is needed during the general picks, which occur in May and November of each year, and the timetable revisions, also occurring about twice per year.

In support of its request, LIRR states that the unions representing employees impacted by the relief (the International Association of Sheet Metal, Air, Rail and Transportation Workers—General Committee of Adjustment 505 and the Brotherhood of Locomotive Engineers and Trainmen—General Committee of Adjustment) support the request for extension.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by May 30, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA’s dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these

comments, without edit, 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/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,
Associate Administrator for Railroad Safety,
Chief Safety Officer.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2013–0059]

Notice of Petition for Extension of Waiver of Compliance

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This document provides the public notice that Long Island Rail Road (LIRR) petitioned FRA for an extension of relief from certain regulations concerning material modification of railroad interlocking systems.

DATES: FRA must receive comments on the petition by May 30, 2025. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: Scott Johnson, Railroad Safety Specialist, FRA Signal, Train Control, and Crossings Division, telephone: 406–

210–3608, email: scott.j.johnson@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated February 4, 2025, LIRR petitioned FRA for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 236 (Rules, Standards, and Instructions Governing the Installation, Inspection, Maintenance, and Repair of Signal and Train Control Systems, Devices, and Appliances). The relevant Docket Number is FRA–2013–0059.

Specifically, LIRR seeks an extension of relief from § 236.312, *Movable bridge, interlocking of signal appliances with bridge devices*,¹ pertaining to the DB drawbridge on the Montauk Branch in Long Island City, New York. The existing relief applies to the previous removal of “all associated locking devices from the interlocking signal circuitry due to the installation of straight rail over both bridge[s], which permanently rendered the bridges fixed in place and no longer operable.” LIRR states that the locking devices are therefore no longer necessary.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by May 30, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

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¹ In its February 4, 2025, petition, LIRR requested relief from § 235.5(a)(3), which provides changes of signal systems that require filing of an application. In FRA’s April 27, 2020, decision letter, LIRR was granted relief from § 236.312, and FRA assumes that LIRR is requesting relief from this same regulation.

behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these comments, without edit, 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/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2024-0054]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Limousine Crashworthiness Safety Research

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

ACTION: Notice and request for comments on a request for approval of a new collection of information.

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 ICR is a new information collection by NHTSA for the purpose of researching limousine crash safety. A **Federal Register** Notice with a 60-day comment period soliciting comments on the information collection was published on October 7, 2024. One comment was received expressing support; thus, there are no changes to the planned collection from that proposed in the previous notice.

DATES: Comments must be submitted on or before May 30, 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 Ian Hall, Structures and Restraints Research Division (NSR-210), (202) 366-4714, National Highway Traffic Safety Administration, W46-443, 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: Limousine Crashworthiness Safety Research.

OMB Control Number: New.

Form Number(s): NHTSA Form 1802 Interview Guide—OEM; NHTSA Form 1803 Interview Guide—OEM Program Non-Participant; NHTSA Form 1804 Interview Guide—OEM Program Participant.

Type of Request: New.

Type of Review Requested: Regular.

Length of Approval Requested: 3 years from date of approval.

Summary of the Collection of Information:

In an effort to comply with a Congressional mandate and understand the limousine market and the characteristics of limousine vehicles with respect to crashworthiness and occupant safety, NHTSA is seeking approval for a new ICR.

Many federal safety regulations (*e.g.*, Federal Motor Vehicle Safety Standards [FMVSS] Nos. 207, 208, 209, and 210) do not currently apply to limousines; as a result, the extent of limousine crash safety features and performance is not well known. Since limousine manufacturers fall into one of three categories (vehicle original equipment manufacturers [OEM], OEM program participants, and OEM program nonparticipants), each of which uses distinct methods for vehicle fabrication

and vehicle design, NHTSA must conduct this research with survey tools targeting each of those specific categories. The research approach consists of one-time voluntary interviews with members of the three groups related to the limousine market: (a) vehicle OEMs, (b) OEM program participants, and (c) OEM program nonparticipants. The interviews will consist of open-ended questions regarding limousine fabrication and are intended to report on safety characteristics related to evacuation, crashworthiness, occupant seating, and restraints. Three versions of the interview will be used, one for each category of manufacturer. Interview results will be collected and summarized in a final report available for public consumption via the National Transportation Library, and the data will help inform NHTSA actions in alignment with the Infrastructure Investment and Jobs Act (IIJA).

Description of the Need for the Information and Proposed Use of the Information:

On November 15, 2021, Public Law 117-58, also known as IIJA, became law. Sections 23015 and 23023 of IIJA mandate that the Secretary of Transportation, NHTSA through delegation, conduct a variety of research and actions. These include research into the development of motor vehicle safety standards for side impact protection, roof crush resistance, and air bag systems for the protection of occupants in limousines with alternative seating positions—including perimeter seating arrangements; safety features and standards that aid evacuation in the event that an exit in the passenger compartment of a limousine is blocked; and amending FMVSS Nos. 207, 208, 209, and 210 such that they apply to limousines for each designated seating position, including side-facing seats. This information collection will also aid in any cost-benefit analyses that would be required for promulgating new federal safety regulation and other regulatory alternative considerations if those actions are deemed necessary and appropriate.

60-Day Notice:

A **Federal Register** notice with a 60-day comment period soliciting public comments on the following information collection was published on October 7, 2024 (89 FR 81134). NHTSA received one comment during the 60-day comment period. The comment came from the National Association of Mutual Insurance Companies (NAMIC) and expressed support for NHTSA’s information collection. Specifically, the comment stated that “NAMIC supports