

Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on RIR's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004.

According to RIR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b)(1).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: May 28, 2025.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

**Stefan Rice,**  
Clearance Clerk.

[FR Doc. 2025-10057 Filed 6-2-25; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No.: FAA-2025-0934; Summary Notice No. -2025-37]

#### Petition for Exemption; Summary of Petition Received; Airlines for America

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion nor omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number and must be received on or before June 23, 2025.

**ADDRESSES:** Send comments identified by docket number FAA-2025-0934 using any of the following methods:

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

- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West

Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at (202) 493-2251.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

*Docket:* Background documents or comments received may be read at <https://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

#### FOR FURTHER INFORMATION CONTACT:

Mickenzie Roby, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, at 202-267-9677.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC.

**Dan A. Ngo,**

Manager, Part 11 Petitions Branch, Office of Rulemaking.

#### Petition for Exemption

*Docket No.:* FAA-2025-0934.

*Petitioner:* Airlines for America.

*Section(s) of 14 CFR Affected:* §§ 121.313(1), 121.401(a) and 121.584(a)(3).

*Description of Relief Sought:* Airlines for America requests relief for its members to operate aircraft worldwide without flight crew deploying an installed physical secondary barrier (IPSB) in accordance with §§ 121.313(l), 121.401(a), and 121.584(a)(3), until operators have completed the required training of all subject personnel. During this exemption, existing procedures will be used by flight crews, maintaining an equivalent level of safety and security.

[FR Doc. 2025-10071 Filed 6-2-25; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2020-0062]

#### Marking of Commercial Motor Vehicles; Application for an Exemption From Adirondack Trailways, Pine Hill Trailways, and New York Trailways

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

**ACTION:** Notice of provisional renewal of exemption; request for comments.

**SUMMARY:** FMCSA announces its decision to provisionally renew an exemption for Adirondack Transit Lines, Inc. (dba Adirondack Trailways), Pine Hill-Kingston Bus Corp. (dba Pine Hill Trailways), and Passenger Bus Corp. (dba New York Trailways) from FMCSA's commercial motor vehicle (CMV) marking rules under certain circumstances involving exchange, or interchange, of equipment and/or drivers. The provisional exemption renewal is limited to six months. After a review of the public comments to this notice, FMCSA will issue a decision whether the exemption should be renewed through May 2030.

**DATES:** The provisional renewal of the exemption is effective from May 28, 2025, and expires on November 28, 2025. Comments must be received on or before July 3, 2025.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System Number FMCSA-2020-0062 by any of the following methods:

- *Federal eRulemaking Portal:* [www.regulations.gov](http://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, Washington, DC 20590-0001 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 for this notice (FMCSA-2020-0062). Note that DOT posts all comments received without change to [www.regulations.gov](http://www.regulations.gov), including any personal information included in a comment. Please see the Privacy Act heading below.

*Privacy Act:* In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption renewal request. DOT posts these comments, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed under the “Department Wide System of Records Notices” at [www.dot.gov/privacy/privacy-act-system-records-notices](http://www.dot.gov/privacy/privacy-act-system-records-notices). The comments are searchable by the name of the submitter and are posted without edit.

**FOR FURTHER INFORMATION CONTACT:** La Tonya Mimms, Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; FMCSA; [latonya.mimms@dot.gov](mailto:latonya.mimms@dot.gov) or (202) 366–9220. If you have questions on viewing or submitting material to the docket, contact Dockets Operations, (202) 366–9826.

#### SUPPLEMENTARY INFORMATION:

##### I. Public Participation and Request for Comments

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

##### A. Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA–2020–0062), 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](http://www.regulations.gov), insert the docket number (FMCSA–2020–0062) in keyword box, and click on this notice, click “Comment,” and type your comment into the text box on the following screen.

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.

FMCSA will consider all comments and material received during the comment period. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable.

##### B. Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the notice. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at [brian.g.dahlin@dot.gov](mailto:brian.g.dahlin@dot.gov). At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this notice.

##### C. Viewing Comments and Documents

To view comments, as well as any documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov> insert FMCSA–2020–0101 in the keyword box, select the document tab 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 Docket 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 the public comments 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 vehicle marking requirements of 49 CFR 390.21(b)(3) are satisfied if the vehicle is marked with a single placard, sign, or other device affixed to the right (curb) side of the vehicle on or near the front passenger door. The placard, sign, or device must display the legal name or a single trade name of the motor carrier operating the CMV and the motor carrier’s USDOT number, preceded by the words “Operated by.”

##### Application for Renewal of Exemption

Adirondack Trailways, Pine Hill Trailways, and New York Trailways are a commonly owned passenger service that interchanges buses and drivers more than ten thousand times a year. The frequency with which their motorcoaches are involved in interchange arrangements makes it difficult to comply with 49 CFR 390.21(b)(3). This is especially the case when the interchanges happen on short notice and in remote locations. The applicants describe their operation as “spontaneous, ever-changing and unpredictable.” The cooperative arrangement promotes intercity bus travel by offering passengers a seamless network of service among the passenger carriers. The applicants noted the termination on June 1, 2022, of their longstanding agreement for revenue pooling and interchange arrangement with Greyhound Lines, Inc.

The applicants are requesting renewal of their exemption from 49 CFR 390.21(b)(3), which would apply to

exchanges among the applicants as well as other passenger carriers subject to a lease agreement with the applicants.

FMCSA initially granted an exemption to Adirondack Trailways, Pine Hill Trailways, and New York Trailways, on June 1, 2020 (85 FR 33272). This exemption was effective on June 1, 2020, and expires on May 28, 2025. That notice described the nature of Adirondack Trailways, Pine Hill Trailways, and New York Trailways business operations. A copy of the 2020 exemption is available for review in the docket for this notice.

#### IV. Grant of Provisional Renewal of Exemption

FMCSA determined in 2020 that the exemption was likely to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be obtained in the absence of the exemption, as required by 49 U.S.C. 31315(b)(1).

This provisionally renewed exemption does not provide relief from a rule that could impact the safety performance of the commonly owned companies. They still bear full responsibility for compliance with the applicable safety regulations. Furthermore, provisionally renewing the exemption does not leave Federal and State safety enforcement personnel without a means of identifying the carrier responsible for the operation of a vehicle on a given trip, or a means of conducting compliance assurance activities.

From a safety equivalency perspective, each of the passenger carriers providing transportation services would continue to be subject to all regulations concerning on-road safety performance (e.g., driver licensing and qualifications, controlled substances and alcohol testing, inspection repair and maintenance, hours of service, etc.). Each passenger carrier would also continue to meet the financial responsibility requirements and maintain operating authority. In addition, each vehicle would display the name and USDOT number assigned to the owner/lessee of the passenger-carrying vehicle, with information about the responsible motor carrier readily available from the driver.

FMCSA provisionally renews the exemption for a period of six months, instead of the five years requested by the applicants, subject to the terms and conditions of this decision and the absence of adverse public comments that would cause the Agency to terminate the exemption. If, during that time, FMCSA does not receive evidence of insufficient safety under the

exemption, the Agency anticipates granting a full five-year exemption on or before the provisional exemption expires. The exemption from the requirements of 49 CFR 390.21(b)(3) is effective from May 28, 2025, through November 28, 2025, 11:59 p.m. local time, unless revoked.

#### A. Applicability of Exemption

This provisional exemption renewal from 49 CFR 390.21(b)(3) is issued to Adirondack Transit Lines, Inc. (dba Adirondack Trailways); Pine Hill Bus Corp. (dba Pine Hill Trailways); and Passenger Bus Corp. (dba New York Trailways).

#### B. Terms and Conditions

The conditions of this exemption are as follows:

1. Passenger-carrying commercial vehicles display the name and USDOT number of the owner/lessee;
2. A document signed by at least one of the authorized carriers involved in the movement of the vehicle is kept in each vehicle operating under the exemption that provides (in electronic or paper format):
  - a. The registered name of each party to the agreement;
  - b. The USDOT number for each party to the agreement;
  3. The passenger carrier named on the driver's record of duty status is the responsible motor carrier;
  4. The owner/lessee and the responsible motor carrier cooperate with all Federal, State, and local enforcement officials to provide the identity of the operators of the passenger carrying vehicle.

The carrier and driver must comply with all other requirements of the Federal Motor Carrier Safety Regulations (49 CFR parts 350–399) and Hazardous Materials Regulations (49 CFR part 105–180).

#### C. Preemption

In accordance with 49 U.S.C. 31315(d), as implemented by 49 CFR 381.600, during the period this exemption is in effect, no State shall enforce any law or regulation applicable to interstate or intrastate commerce that conflicts with or is inconsistent with this exemption with respect to a firm or person operating under the exemption. States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.

#### D. Notification to FMCSA

Adirondack Transit Lines, Inc. (dba Adirondack Trailways); Pine Hill Bus Corp. (dba Pine Hill Trailways); and Passenger Bus Corp. (dba New York

Trailways) must notify FMCSA within 5 business days of any accident (as defined in 49 CFR 390.5), involving any of the motor carrier's CMVs operating under the terms of this exemption. The notification must include the following information:

- a. Identifier of the Exemption: "Adirondack Transit Lines, Inc. (dba Adirondack Trailways); Pine Hill Bus Corp. (dba Pine Hill Trailways); and Passenger Bus Corp. (dba New York Trailways);"
  - b. Name of operating carrier and USDOT number;
  - c. Date of the crash;
  - d. City or town, and State, in which the accident occurred, or closest to the crash scene;
  - e. Driver's name and license number;
  - f. Co-driver's name (if any) and license number;
  - g. Vehicle number and State license number;
  - h. Number of individuals suffering physical injury;
  - i. Number of fatalities;
  - j. The police-reported cause of the crash, if provided by the enforcement agency;
  - k. Whether the driver was cited for violation of any traffic laws, motor carrier safety regulations; and
  - l. The total on-duty time accumulated during the 7 consecutive days prior to the date of the crash, and the total on-duty time and driving time in the work shift prior to the crash.
- Reports filed under this provision shall be emailed to [MCPSPD@DOT.GOV](mailto:MCPSPD@DOT.GOV).

#### E. Termination

FMCSA does not believe the drivers and carriers covered by this exemption will experience any deterioration of their safety record. However, the exemption will be rescinded if: (1) Adirondack Transit Lines, Inc. (dba Adirondack Trailways); Pine Hill Bus Corp. (dba Pine Hill Trailways); and Passenger Bus Corp. (dba New York Trailways) or the drivers operating under the exemption fail to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objects of 49 U.S.C. 31136(e) and 31315(b).

#### V. Request for Comments

In accordance with 49 U.S.C. 31315(b), FMCSA requests public comment from all interested persons on the application from Adirondack Trailways, Pine Hill Trailways, and New York Trailways for an exemption

renewal. All comments received before the close of business on the comment closing date will be considered and will be available for examination in the docket at the location listed under the **ADDRESSES** section of this notice. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable. In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

**Sue Lawless,**  
*Assistant Administrator.*

[FR Doc. 2025–10042 Filed 6–2–25; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Highway Safety Program Guidelines

**ACTION:** Notice of availability.

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

**SUMMARY:** This notice revises four of the existing highway safety uniform guidelines to better reflect NHTSA's commitment to promoting highway safety programs that are based on traffic safety data. The revisions will also align these guidelines with a recent Executive order. The guidelines are Guideline No. 7: Judicial and Court Services; Guideline No. 8: Impaired Driving; Guideline No. 12: Prosecutor Training; Guideline No. 20: Occupant Protection.

**DATES:** The revised guidelines become effective on June 3, 2025.

**FOR FURTHER INFORMATION CONTACT:** Jane Terry, Director, Office of Impaired Driving and Occupant Protection, NPD–100, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; Telephone: (202) 366–0179, [jane.terry@dot.gov](mailto:jane.terry@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

Section 402 of title 23 of the United States Code requires the Secretary of Transportation to promulgate uniform guidelines for State highway safety programs.<sup>1</sup> The uniform guidelines serve as a resource that States can use in formulating their highway safety

programs supported with section 402 and section 405 grant funds as well as safety activities funded from other sources. The guidelines provide a framework for developing a balanced highway safety program and serve as a tool with which States can assess the effectiveness of their own programs. Uniform Guideline Number 20: Occupant Protection serves as the basis for NHTSA-facilitated occupant protection program assessments that many States rely on to improve their programs and to apply for Section 405(b) Occupant Protection Grant funds. Uniform Guideline Number 7: Judicial and Court Services, Number 8: Impaired Driving, and Number 12: Prosecutor Training serve as the basis for NHTSA-facilitated impaired driving program assessments that some States rely on to improve their programs and to apply for Section 405(d) Impaired Driving Countermeasures Grant funds. NHTSA encourages States to use these guidelines and build upon them to optimize the effectiveness of highway safety programs conducted at the State and local levels.

Under the recent Executive Order 14151 (Order), “Ending Radical and Wasteful Government DEI Programs and Preferencing,” agencies are instructed to align agency guidance with the policy set forth in that Order. NHTSA makes limited technical revisions to four of the uniform guidelines to meet the requirements of the Order. These limited revisions shift focus away from broad references to demographic or diverse groups and towards at-risk populations and State safety needs as identified by highway safety data. At-risk populations are any group that is at increased risk of serious injury or death from a traffic crash. The impacted uniform guidelines are Guideline No. 7: Judicial and Court Services (March 2009); Guideline No. 8: Impaired Driving (November 2006); Guideline No. 12: Prosecutor Training (March 2009); and Guideline No. 20: Occupant Protection (November 2006).

NHTSA reminds States that the guidance provided in these Uniform Guidelines is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance document (as distinct from existing statutes and regulations) is voluntary only, and nonconformity will not affect rights and obligations under existing statutes and regulations.

The revised guidelines are printed in full below. All highway safety guidelines are available on NHTSA's

website at <https://www.nhtsa.gov/laws-regulations/guidance-documents>.

#### Highway Safety Program Guideline No. 7 Judicial and Court Services (March 2025)

Each State, in cooperation with political subdivisions and Tribal governments, should develop and implement a comprehensive, highway safety program, reflective of State traffic safety needs, as identified by the data, to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads. Each State should have a comprehensive judicial services program as part of its overall highway safety program. Such judicial services programs should support courts in the competent and effective adjudication of both administrative and statutory law cases. Judicial services programs should, consistent with ethical and professional requirements, promote judicial outreach activity to reduce traffic crashes and resultant fatalities and injuries. This document describes the four key components of State judicial services programs and the specific activities needed to implement those components. Additional information on judicial outreach is addressed in Highway Safety Guideline No. 8, Impaired Driving.

##### I. Program Management

Program planning, implementation, and coordination are essential for achieving and sustaining State traffic enforcement and adjudication functions. The State Highway Safety Office (SHSO), in conjunction with State and local court administrators, chief judges, and judicial educators should ensure that State traffic safety judicial education programs are well planned and coordinated. State SHSOs should provide leadership, training, and technical assistance to:

- Implement and integrate regular traffic law and safety-related judicial education in judicial education programs for all judges;
- Generate broad-based support for traffic safety programs by informing all stakeholders, including court administrators and the judges they serve, of comprehensive highway safety plans for traffic enforcement;
- Coordinate traffic safety programs to include Commercial Motor Vehicle (CMV) safety activities such as the Motor Carrier Safety Assistance Program;
- Promote the dissemination of NHTSA-supported judicial traffic safety and education courses through coordination with State judicial educators and nationally based

<sup>1</sup> This responsibility is delegated to NHTSA at 49 CFR 1.95(e).