

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104–13, Section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501–3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On March 26, 2026 FTA published a 60-day notice (91 FR 14751) in the **Federal Register** soliciting comments on the ICR that the agency was seeking OMB approval. FTA received ten comments after issuing this 60-day notice. The comments were in regard to information collection duration, funding match requirements, and reporting definitions. The FTA has carefully considered all feedback but has determined that no changes to the information collection are warranted at this time. Accordingly, DOT announces that these information collection activities have been re-evaluated and certified under 5 CFR 1320.5(a) and forwarded to OMB for review and approval pursuant to 5 CFR 1320.12(c).

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)–(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983. OMB believes that the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); *see also* 60 FR 44983.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The requirements are being submitted for clearance by OMB as required by the PRA.

Title: National Transit Database (NTD).

OMB Control Number: 2132–0008.

In accordance with the Paperwork Reduction Act (PRA) of 1995, the Federal Transit Administration (FTA) is requesting Office of Management and Budget (OMB) 3-year approval of an extension without change for a currently approved collection. 49 U.S.C. 5335 requires the Secretary of Transportation to maintain a reporting system, using a

uniform system of accounts, to collect financial, operating, geographic service area coverage, and asset condition information from the nation's public transportation systems. Congress created NTD to be the repository of transit data for the nation to support public transportation service planning and FTA established NTD to meet these requirements. FTA continues to seek ways to reduce the burden of NTD reporting. The existing information collection request (ICR) is set to expire on August 31, 2026, this ICR covers the information collection activities associated with proposed changes finalized in July 2025, to include the consolidation of station and facility reporting, security reporting clarification, trip planning and geospatial data, and ensuring a state of good repair. There is no added burden from these changes.

Respondents: State or local governmental entities that operate a public transportation service.

Estimated Annual Number of Respondents: 2,481 respondents.

Estimated Total Annual Burden: 456,179 hours.

Frequency: Annual.

Kusum Dhyani,

Director, Office of Management Planning.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–0500; Notice 1]

Allwin Powersports Corp., Receipt of Petition for Decision of Inconsequential Noncompliance

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

ACTION: Receipt of petition.

SUMMARY: Allwin Powersports Corp. (Allwin) has determined that certain LS2 Rapid II Helmets do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 218, *Motorcycle Helmets*. Allwin filed a noncompliance report dated November 10, 2025, and subsequently petitioned NHTSA (the “Agency”) on November 21, 2025, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This document announces receipt of Allwin’s petition.

DATES: Send comments on or before September 21, 2026.

ADDRESSES: Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited in the title of this notice and may be submitted by any of the following methods:

- *Mail:* Send comments by mail addressed to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver comments by hand to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except for Federal Holidays.

- *Electronically:* Submit comments electronically by logging onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Follow the online instructions for submitting comments.

- Comments may also be faxed to (202) 493–2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that comments you have submitted by mail were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to https://www.regulations.gov, including any personal information provided.

All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the fullest extent possible.

When the petition is granted or denied, notice of the decision will also be published in the **Federal Register** pursuant to the authority indicated at the end of this notice.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at https://www.regulations.gov by following the online instructions for accessing the dockets. The docket ID number for this

petition is shown in the heading of this notice.

DOT's complete Privacy Act Statement is available for review in a **Federal Register** notice published on April 11, 2000 (65 FR 19477–78).

FOR FURTHER INFORMATION CONTACT:

Jayton Lindley, General Engineer, NHTSA, Office of Vehicle Safety Compliance, (325) 655–0547.

SUPPLEMENTARY INFORMATION:

I. Overview: Allwin determined that certain LS2 Rapid II Helmets do not fully comply with paragraph S5.2 of FMVSS No. 218, *Motorcycle Helmets* (49 CFR 571.218).

Allwin filed a noncompliance report dated November 10, 2025, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Allwin petitioned NHTSA on November 25, 2025, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*.

This notice of receipt of Allwin's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or another exercise of judgment concerning the merits of the petition.

II. Equipment Involved:

Approximately 6,607 LS2 Rapid II Helmets, manufactured between July 17, 2023, and June 30, 2025, were reported by the manufacturer.

III. Rule Requirements: Paragraph S5.2 of FMVSS No. 218 includes the requirements relevant to this petition. The standard requires that when a helmet is subjected to the conditioning procedure specified in paragraph S7.2, the penetration test striker must not contact the surface of the test headform.

IV. Noncompliance: Allwin explains that the subject helmet does not comply with penetration requirements in ambient, low temperature, and high temperature conditions on the left rear location.

V. Summary of Allwin's Petition: The following views and arguments presented in this section, "V. Summary of Allwin's Petition," are the views and arguments provided by Allwin. They have not been evaluated by the Agency and do not reflect the views of the Agency. Allwin describes the subject noncompliance and contends that the noncompliance is inconsequential as it relates to motor vehicle safety.

Allwin states that the subject helmets were tested for compliance with DOT

standards nine times between their internal testing and ACT Labs contract tests and found to be compliant in all testing locations, including the left rear side. However, recent testing by Southwest Research at the request of NHTSA, found that the left rear side of the helmet did not comply with penetration standards. Allwin states that it has ceased all sales and discontinued the subject helmets.

Allwin asserts that the risk of penetration by foreign objects during a motorcycle accident are "extremely low" and presents findings from various studies to support this claim.

Allwin states that certain European helmet standards (ECE 22.05 and Snell M2025D) do not require a penetration test because of the low risk of penetration in a real-world scenario and the required weight and thickness helmets would need to comply with a penetration test.

Allwin notes the views of David R. Thom, (an expert witness, consultant, and all-around expert in the field of helmet safety and collision and injury dynamics) that the helmet penetration test is unnecessary because of the low probability of this type of injury occurring during a motorcycle accident.

Allwin concludes by stating its belief that the subject noncompliance is inconsequential as it relates to motor vehicle safety and its petition to be exempted from providing notification of the noncompliance, as required by 49 U.S.C. 30118, and a remedy for the noncompliance, as required by 49 U.S.C. 30120, should be granted.

NHTSA notes that the statutory provisions (49 U.S.C. 30118(d) and 30120(h)) that permit manufacturers to file petitions for a determination of inconsequentiality allow NHTSA to exempt manufacturers only from the duties found in sections 30118 and 30120, respectively, to notify owners, purchasers, and dealers of a defect or noncompliance and to remedy the defect or noncompliance. Therefore, any decision on this petition only applies to the subject equipment that Allwin no longer controlled at the time it determined that the noncompliance existed. However, any decision on this petition does not relieve equipment distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant equipment under their control after Allwin notified them that the subject noncompliance existed.

(Authority: 49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.95 and 501.8)

Otto G. Matheke III,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 2026–16983 Filed 8–19–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Transportation Statistics Bureau

[Docket No. RITA–2026–0001]

Notice of Request for Clearance of a New Information Collection: Intermodal Freight Facilities Air-to-Truck and Mail Cargo Geospatial Data Update

AGENCY: Bureau of Transportation Statistics (BTS), Office of the Assistant Secretary for Research and Technology (OST–R), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the requirements of section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of BTS to request approval by the Office of Management and Budget (OMB) for the bureau to update the geospatial "Intermodal Freight Facilities Air-to-Truck" dataset for the legislatively mandated National Transportation Atlas Database (NTAD). This data collection will reach out to airport industry experts at 113 major U.S. airports (which collectively handled about 98 percent of U.S. air freight in 2024) to verify the location of intermodal facilities, mail transfer facilities, and the physical and operational characteristics of these facilities within respective airport boundaries. The updated information will be published on the NTAD: <https://geodata.bts.gov/>.

DATES: Comments must be submitted on or before October 19, 2026.

ADDRESSES: You may submit comments identified by DOT Docket ID Number RITA–2026–0001 to the U.S. Department of Transportation (DOT), Docket Operations (DO). You may submit your comments by mail or in person to the Docket Clerk, Docket No. RITA–2026–0001, U.S. Department of Transportation, Docket Operations, 1200 New Jersey Ave. SE, West Building 5th Floor W58–213, Washington, DC 20590. Comments should identify the docket number as indicated above. The DO is open for examination and copying, at the above address, from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays. To receive confirmation of receipt of written comments, please