

that FRA has identified fewer ISP railroads than initially estimated. It does *not* reflect that FRA has determined that 13 previous ISP railroads are no longer ISP, which is a concern raised by the comment submitted to the SSP ICR. The revised estimate also does not reflect any change in FRA enforcement discretion, but merely estimates the future number of ISP railroads based on FRA's experience implementing the overall RRP rule. For example, the lower-than-expected number of ISP railroads is due in part to a corresponding increase in the number of railroads that proactively volunteered to comply with the RRP rule, as provided for in 49 CFR 271.15. Specifically, the information collection notice highlights that while the estimated number of ISP railroads decreased from 15 to 2, the estimated number of voluntarily compliant railroads concurrently increased from 0 to 10. The decrease in the estimated number of ISP railroads is, therefore, substantially offset by the increase in the estimated number of voluntarily compliant railroads. FRA will reevaluate its estimates for the number of ISP and voluntarily compliant railroads during the next ICR renewal cycle to ensure that future burden estimates continue to be accurate and transparent.

Finally, the incorporation of FRMP hours into this ICR does not shift administrative tasks into uncompensated operational overhead; rather, it is an administrative action to more effectively manage FRA's paperwork collections. Because the two programs are legally and operationally intertwined, FRA consolidated the burden hours previously reported under OMB Control Number 2130–0633 into the central RRP ICR (OMB Control Number 2130–0610). The consolidated table explicitly accounts for all recurring FRMP administrative workflows, allocating specific, compensated burden hours for the development of new FRMP plans, analysis of fatigue risk, mitigation strategies, implementation evaluation, consultation with affected employees, initial review meetings with FRA, and subsequent plan amendments.

Before OMB decides whether to approve this proposed collection of information, it must provide 30 days' notice for public comment. 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) and (c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983 (Aug. 29, 1995). The 30-day notice informs the regulated community of their opportunity to file relevant

comments and affords the agency adequate time to consider public comments before it renders a decision. 60 FR 44983 (Aug. 29, 1995). Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect.

Comments are invited on the following ICR regarding: (1) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the information will have practical utility; (2) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: Risk Reduction Program.

OMB Control Number: 2130–0610.

Abstract: In 2020, FRA issued a final rule¹ that requires each Class I freight railroad and each freight railroad with ISP to develop and implement an RRP to improve the safety of its operations. Other railroads may also voluntarily comply with the RRP rule by establishing and implementing an RRP meeting the regulatory requirements.² A railroad that volunteers for RRP must continue to comply with the rule's requirements for a minimum period of five years.³

An RRP is a comprehensive, system-oriented approach to safety that determines a railroad operation's level of risk by identifying and analyzing applicable hazards, and develops plans to mitigate, if not eliminate, that risk. An RRP must also include an FRMP component, as required by a final rule FRA issued in 2022.⁴ The purpose of an FRMP is to improve railroad safety through structured, systematic, and proactive processes and procedures that a railroad develops and implements to identify and mitigate the effects of fatigue on its employees.⁵ The information collected under this regulation will be used by railroads, and FRA, to improve safety through

structured, proactive processes that systematically evaluate railroad safety hazards on their systems and manage the risks associated with those hazards to help reduce the number and rates of railroad accidents/incidents, injuries, and fatalities. Each railroad has flexibility to tailor an RRP to its specific railroad operations. Each railroad must implement its RRP under a written, FRA-approved RRP plan and conduct an annual internal assessment of its RRP, with FRA also auditing railroads' RRP's.

Type of Request: Revision of a currently approved collection.

Affected Public: Businesses.

Form(s): N/A.

Respondent Universe: Businesses (Railroads).

Frequency of Submission: On occasion.

Total Estimated Annual Responses: 426.

Total Estimated Annual Burden: 31,192 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$2,812,135.77.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Christopher S. Van Nostrand,
Deputy Chief Counsel.

[FR Doc. 2026–22069 Filed 10–28–26; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2026–0039]

Proposed Agency Information Collection Activities; Comment Request

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

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, this notice announces that FRA is forwarding the Information Collection Request (ICR) summarized below to the Office of Management and Budget (OMB) for review and comment. The ICR describes the information collection and its expected burden. On August 14, 2026, FRA published a notice providing a 60-day period for public comment on the ICR. FRA received two comments in response to the notice.

¹ 85 FR 9262 (Feb. 18, 2020).

² 49 CFR 271.15 and 49 U.S.C. 20156(a)(4).

³ 49 CFR 271.15.

⁴ 87 FR 35660 (June 13, 2022).

⁵ 49 CFR 271.603.

DATES: Interested persons are invited to submit comments on or before November 30, 2026.

ADDRESSES: Written comments and recommendations for the proposed ICR should be sent within 30 days of publication of this notice to <https://www.reginfo.gov/public/do/PRAMain>. Find the particular ICR by selecting “Currently under Review—Open for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT: Ms. Joanne Swafford, Information Collection Clearance Officer, at email: joanne.swafford@dot.gov or telephone: (757) 897–9908.

SUPPLEMENTARY INFORMATION: The PRA, 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. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. On August 14, 2026, FRA published a 60-day notice in the **Federal Register** soliciting public comment on the ICR for which it is now seeking OMB approval. See 91 FR 52776. FRA received two comments summarized below, related to the proposed collection of information.

FRA received two anonymous comments to the 60-day notice. One of these comments appears to have been submitted to this docket inadvertently because it relates to a separate 60-day notice for FRA’s risk reduction program (RRP) regulation that was published on the same day. FRA is addressing this comment’s RRP concerns within the appropriate RRP 30-day notice that will be posted in docket no. FRA–2026–1585.

The second comment submitted to the system safety program (SSP) 60-day notice asked about: (1) operational assumptions FRA used to estimate that a passenger rail operation can complete an SSP internal assessment in 2 hours; (2) how FRA will ensure that absorbing Fatigue Risk Management Program (FRMP) reporting into this ICR does not obscure specific, tracked compliance hours and resource allocations dedicated to fatigue mitigation; (3) how FRA reconciles the reduced number of estimated new start passenger rail operations with recent funding grants expanding intercity and passenger rail corridors; and (4) whether wage rates utilized in table footnote 5 accurately capture full labor costs of specialized systems safety engineers, fatigue experts, and legal compliance personnel required to execute risk-based hazard analyses.

While responding to each of these questions in more detail below, FRA notes that PRA estimates only encompass specific paperwork burdens and are not estimates of the complete compliance costs associated with the SSP regulation, which were quantified in a separate rulemaking impact analysis. Further, PRA burden estimates are not meant to be interpreted as a tracked requirement for how much time a railroad must spend on a specific task—rather, they are merely estimates meant, in part, to assist FRA in minimizing paperwork burdens and costs resulting from the collection of information. See, e.g., 44 U.S.C. 3501.

Internal Assessment Time: The 2-hour estimated PRA burden for the internal assessment requirement only encompasses the associated paperwork burdens, and not the complete costs of compliance with the internal assessment requirement. For example, the estimate reflects the administrative burden of documenting and reporting the internal assessment, not necessarily the entirety of all associated activities (e.g., tasks related to assessing whether the SSP is implemented fully and goals are being met). The 2-hour estimate for paperwork burdens associated with the annual SSP internal assessments is paired with an additional 2-hour estimate for the chief safety official’s certification of those results.

Consolidation of FRMP Requirements: FRA is integrating the FRMP burden hours previously reported under OMB Control Number 2130–0633 into the primary SSP information collection (OMB Control No. 2130–0599) to manage its ICRs more effectively. Consolidating these collections does not obscure FRMP compliance hours, and the consolidated table explicitly accounts for all recurring FRMP administrative workflows, allocating specific, compensated burden hours for the development of new FRMP plans, analysis of fatigue risk, mitigation strategies, implementation evaluation, consultation with affected employees, initial review meetings with FRA, and subsequent plan amendments.

Passenger Rail Operation Growth Estimates: FRA revised its estimate of new passenger rail operations from one annually to one over the upcoming three-year ICR period. While federal funding continues to support intercity and passenger rail expansion, this adjusted estimate reflects the current baseline decrease in total passenger rail operations from 33 to 32, and the extended timelines typically required for new operations to commence service. FRA will reevaluate its estimated number of new passenger rail

operations during the next ICR renewal cycle to determine whether it should be increased.

Wage Rate Methodology for Hazard Analyses: The wage rates utilized in the burden table are derived directly from the 2024 Surface Transportation Board Full Year Wage A&B data series. FRA utilized the hourly wage rate of \$51.54 for employee group 200 (Professional & Administrative), heavily weighted with a 75 percent overhead burden to total \$90.19 per hour. For executive oversight, FRA utilized the hourly wage rate of \$69.27 for employee group 100 (Executives, Officials, & Staff Assistants), also burdened with a 75 percent overhead to total \$121.22 per hour. These standardized classifications are approved methodologies for federal ICR burden estimates and are appropriate for the specialized personnel who will be performing SSP-related activities.

Before OMB decides whether to approve this proposed collection of information, it must provide 30 days’ notice for public comment. 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) and (c); 5 CFR 1320.12(d); see also 60 FR 44978, 44983 (Aug. 29, 1995). The 30-day notice informs the regulated community of their opportunity to file relevant comments and affords the agency adequate time to consider public comments before it renders a decision. 60 FR 44983 (Aug. 29, 1995). Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect.

Comments are invited on the following ICR regarding: (1) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the information will have practical utility; (2) the accuracy of FRA’s estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: System Safety Program.

OMB Control Number: 2130–0599.

Abstract: In 2020, FRA issued a final rule¹ that requires each passenger rail operation to develop and implement an SSP to improve the safety of its operations. Each passenger rail operation must use its SSP to proactively identify and mitigate or eliminate railroad safety hazards and the resulting risk on its system to reduce the number of railroad accidents, incidents, and associated injuries, fatalities, and property damage. An SSP must also include an FRMP component, as required by a final rule FRA issued in 2022.² The purpose of an FRMP is to improve railroad safety through structured, systematic, and proactive processes and procedures that a railroad develops and implements to identify and mitigate the effects of fatigue on its employees.³

A passenger rail operation has the flexibility to tailor an SSP to its specific operations. An SSP must be fully implemented within 36 months of FRA's approval of a submitted SSP plan. Under the SSP regulation, FRA will audit a passenger rail operation's compliance with its SSP plan and will use the information collected to ensure compliance with the regulation.

FRA uses the information collected to help ensure that passenger rail operations establish and implement SSPs to improve the safety of their operations and to confirm compliance with the rule.

Type of Request: Revision of a currently approved collection.

Affected Public: Businesses.

Form(s): N/A.

Respondent Universe: 32 passenger rail operations + 1 new passenger rail operation.

Frequency of Submission: On occasion.

Total Estimated Annual Responses: 233.

Total Estimated Annual Burden: 1,781 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$164,516.50.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Christopher S. Van Nostrand,
Deputy Chief Counsel.

[FR Doc. 2026–22068 Filed 10–28–26; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–1882]

NHTSA Workshop on Aftermarket Modifications and ADAS Performance

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

ACTION: Notice of a public meeting.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) will hold a Workshop on December 10, 2026 to use its convening authority to discuss advanced driver assistance system (ADAS) performance, as it pertains to the effects of aftermarket modifications. The event will not be live streamed; however, it will be recorded and made available on the NHTSA website after the event.

DATES: NHTSA will hold the Workshop on December 10, 2026, with specific agenda to be shared closer to the event at the website listed below. Registration is free but required and must be completed no later than December 3, 2026. See **SUPPLEMENTARY INFORMATION** section below for details on how to register. The public docket for the Aftermarket Modifications and ADAS Performance Workshop will remain open for comments for 90 days following the Public Meeting.

ADDRESSES: The Public meeting will be held in person at the West Atrium of DOT Headquarters (1200 New Jersey Avenue SE, Washington, DC 20590).

FOR FURTHER INFORMATION CONTACT: If you have questions about the event, please contact Dee Williams at dee.williams@dot.gov.

SUPPLEMENTARY INFORMATION:

Registration is required for anyone planning to attend the ADS Safety and Aftermarket Modifications Workshop. Attendees must register at https://docs.google.com/forms/d/e/1FAIpQLSeXXJaMDYzts4WMPWT6dh5pds1wtwLVfXYXIIPtPdpAo4V_w/viewform no later than December 3, 2026. Please follow the registration instructions presented at the registration site. A sign language interpreter will be provided, and closed captioning services will be available. During registration, please indicate whether you may need any other type of special accommodation. Should it be necessary to cancel or reschedule the Workshop due to an unforeseen circumstance, NHTSA will take all available measures to notify registered participants as soon as possible. NHTSA

will conduct the event informally, and technical rules of evidence will not apply. The Public meeting will not be live streamed but recorded, and a recording will be made available after the event.

Comments: Comments about either the Workshop may be submitted electronically or in hard copy during the 90-day comment period. Please submit all comments no later than.

April 19, 2027, by 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, Suite W58–213, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 or (202) 366–9317 before coming.

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 below.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> at any time or the street address listed above. Follow the online instructions for accessing the dockets via internet.

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 <http://www.regulations.gov/privacy.html>.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document.

Background: As modern vehicles transform into software-defined

¹ 85 FR 12826 (Mar. 4, 2020).

² 87 FR 35660 (June 13, 2022).

³ 49 CFR 270.403(a).