DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2025–0027]

Agency Information Collection Activities; Notice and Request for Comment; National Impaired Driving Paid Media Campaign Evaluation

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

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

SUMMARY: NHTSA invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for a new information collection. Before a Federal agency can collect certain information from the public, it must receive approval from OMB. Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. *This document describes a collection of information for which NHTSA intends to seek OMB approval on a national evaluation of NHTSA's impaired driving paid media campaign.*

DATES: Comments must be submitted on or before January 11, 2027.

ADDRESSES: You may submit comments identified by the Docket No. NHTSA–2025–0027 through any of the following methods:

- *Electronic submissions:* Go to *http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail or Hand Delivery:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room 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) 366–9322 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 heading below.

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 *https://www.transportation.gov/privacy.*

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

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Dr. DeReece Smither, Contracting Officer's Representative, Office of Behavioral Safety Research (NPD–310), *NHTSA.Alcohol@dot.gov,* National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, 202–366–4000.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following: (a) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) how to enhance the quality, utility, and clarity of the information to be collected; and (d) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.,* permitting electronic submission of responses. In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information for which the agency is seeking approval from OMB.

Title: National Impaired Driving Paid Media Campaign Evaluation.

OMB Control Number: New.

Form Number(s): NHTSA Forms 2054, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109.

Type of Request: New information collection.

Type of Review Requested: Regular.

Requested Expiration Date of Approval: Three years from date of approval.

Summary of the Collection of Information: NHTSA is seeking approval to conduct an evaluation of its national paid media campaigns ''Drive Sober or Get Pulled Over'' and ''If You Feel Different, You Drive Different.'' The evaluation will consist of administering and collecting survey data from a random sample of drivers who at least occasionally drink alcohol and are aged 18 and overusing a nationally representative online survey panel. Panelists aged 18–34 will be oversampled as this population typically has lower survey response rates. Participation will be voluntary and the estimated completion time for the survey will be 20 minutes.

The purpose of the questionnaire is to assess public awareness of the risks of alcohol- and other drug-impaired driving, campaign messaging effectiveness, and self-reported behavior change related to alcohol- and other drug-impaired driving. The questionnaire will be administered in English and Spanish. Cognitive testing of the English version of the survey was conducted to identify any problems and determine appropriate wording and sequencing of the questionnaire items by evaluating the quality of questions and the extent to which the questions gather the intended information. Cognitive testing consisted of one-on-one cognitive interviews with each of nine individuals selected from the general public. The cognitive interview participants were all drivers who had consumed at least one alcoholic beverage in the past month and spanned the age distribution 18 years and older with three participants aged 18–34 years old. Data collection will occur in four waves, with proposed timeframes for now and exact timeframes to be finalized at a later date:

- Wave 1 is the first pre-campaign survey, conducted immediately prior to the Labor Day paid media campaign run.
- Wave 2 is the post-campaign survey, immediately following the Labor Day paid media campaign run.
- Wave 3 is the second pre-campaign survey, conducted immediately prior to

the winter holiday paid media campaign run.

- Wave 4 is the post-campaign survey, immediately following the winter holiday paid media campaign run.

Description of the Need for the Information and Proposed Use of the Information: NHTSA's mission is to reduce deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of our mission, NHTSA (by delegation from the Secretary of Transportation) is authorized to conduct research for the development of traffic safety programs. Title 23, United States Code, Section 403 gives the Secretary of Transportation (NHTSA by delegation) authorization to use funds appropriated to conduct research and development activities. The agency develops, promotes, and implements educational, engineering, and enforcement programs with the goal of ending preventable tragedies and reducing economic costs associated with vehicle use and highway travel. Impaired driving is a long-standing highway safety problem.

This project will support NHTSA's efforts to decrease alcohol- and drug-impaired driving by evaluating impaired driving countermeasures to gauge effectiveness. The most recent evaluation was conducted in 2012, using telephone surveys. This project will update the survey methodology, as well as the questionnaire. Given that phone survey response rates have declined significantly in recent years, NHTSA intends to use a nationally representative online panel to conduct this survey. NHTSA will conduct pre- and post-campaign survey data collection to evaluate public awareness of the risks of alcohol- and drug-impaired driving and the campaign messaging, as well as self-reported behaviors related to alcohol- and drug-impaired driving. The Agency will update the questionnaire to focus on not just alcohol-impaired driving, but drug-impaired, specifically cannabis, driving as well as it was not evaluated in previous surveys. NHTSA will use the findings from this study to assess how public awareness (of impaired driving and the media campaigns) relates to self-reported impaired driving behaviors. The study's findings will also be used to improve NHTSA's future safety messaging campaigns and to inform other agency programmatic efforts to reduce impaired driving.

Affected Public: Ipsos will randomly select 10,400 respondents from KnowledgePanel®, an online national panel of 60,000 members. The selected participants—drivers aged 18 or older who self-report consuming alcohol at least occasionally—will complete the web survey in English or Spanish.

Estimated Number of Respondents: NHTSA aims to collect 2,600 completed surveys per wave of the study, of which there are four waves, for a total of 10,400 total completed surveys. The sampling plan also accounts for invited panelists who are screened out during initial eligibility checks. It is expected that about 5% of sampled panelists start a survey, but do not complete it. These are considered nonresponders, along with about 35% in the KnowledgePanel who generally do not start surveys at all. The total nonresponse rate is about 40%, although completion rates may be higher or lower depending on the survey. Based on panel profile data, an estimated 73% of KnowledgePanel adults aged 18 and older meet the preliminary eligibility criteria—holding a driver's license (used as a proxy for regular driving) and self-reporting alcohol use in the past month. Screening will focus on adult drivers who at least occasionally consume alcohol or other substances, ensuring 2,600 completed surveys per wave. The estimated number of participants who will be screened out during any single wave is 3,168. Across four waves, this totals 12,672 panelists. Therefore, the total expected reach is 23,072 panelists (10,400 completed responses and 12,672 incomplete or nonresponses).

Frequency: This is a one-time data collection occurring in four waves consisting of survey administration before and after two campaign deployments.

Estimated Total Annual Burden Hours: The total burden hours for those completing the survey are estimated to be 3,467 (rounded—10,400 respondents × 0.333 hours). The estimated completion time for the survey is 20 minutes. Therefore, the total annual burden hours for the study are estimated to be 1,156 hours (rounded).

NHTSA estimates the opportunity cost to respondents using an average hourly wage. The May 2024 mean hourly wage for all occupations in the Unites States was $32.66 per hour.[1] To ensure labor costs are inclusive of benefits, an additional 31.5% is added to equate to a fully loaded hourly labor cost of $42.95. Therefore, NHTSA estimates the total annual opportunity cost to be approximately $49,650.20 ($42.95 × 1,156 hours).

TABLE 1—SUMMARY OF TOTAL BURDEN HOURS AND ESTIMATED COSTS BY RESPONDENT STATUS

Information collection year (wave)	Number of respondents	Burden per response (minutes)	Hourly opportunity cost	Opportunity cost per response	Total opportunity costs	Total burden hours
2027 (Wave 1)	2,600	20	$42.95	$14.31	$37,223.33	866.67.
2028 (Waves 2–4)	7,800	20	42.95	14.31	111,670.00	2,600.00.
Total	10,400	20	42.95		148,893.33	3,466.67.
Annual Estimates across 3-Year Approval.	3,467 (rounded)				49,650.20	1,156 (rounded).

*U.S. Bureau of Labor Statistics. (2025, September 18). Occupational employment and wage estimates. Industry: Cross-industry, private, federal, state, and local government. May 2024. Hourly opportunity cost is the fully loaded wage inclusive of a 31.5% addition to the base hourly wage to account for fringe benefits.

Estimated Total Annual Burden Cost: Participation in this study is voluntary, and there are no costs to respondents beyond the time spent hearing about the study and participating in data collection if they decide to participate. Participants will incur no burden related to annual reporting or record keeping due to the collection of this new information.

Public Comments Invited: You are asked to comment on any aspects of this

[1] U.S. Bureau of Labor Statistics. (2023, April 25). May 2024 National Occupational Employment and Wage Estimates. *https://data.bls.gov/oes/#/industry/000000.*

information collection, including (a) whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29A.

Gamunu Ukwattege Wijetunge,

Acting Associate Administrator, Research and Program Development.

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BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2026–0529]

Pipeline Safety: Information Collection Activities

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), U.S. Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), PHMSA is forwarding the information collection request described below to the Office of Management and Budget (OMB) for review and comment. PHMSA published a **Federal Register** notice with a 60-day comment period soliciting comment on this information collection on June 18, 2026.

DATES: Submit comments by December 14, 2026.

ADDRESSES: Submit comments regarding this information collection request by mail to Office of Management and Budget (OMB), Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW, Washington, DC 20503. Comments can also be submitted electronically at *www.reginfo.gov/public/do/PRAMain.*

FOR FURTHER INFORMATION CONTACT: Angela Hill, Standards and Rulemaking Division, by email at *angela.hill@dot.gov.*

SUPPLEMENTARY INFORMATION:

I. Background

Under 5 CFR 1320.8(d), PHMSA must provide interested members of the public and affected agencies with the opportunity to comment on information collection and recordkeeping requests before the agency submits them to OMB for approval. In accordance with this requirement, PHMSA published a **Federal Register** notice providing a 60-day comment period on its intent to request OMB approval of the information collection requests described below.[1]

During the 60-day comment period, PHMSA received 10 comments—a joint comment from the American Gas Association (AGA) and the American Public Gas Association (APGA); a joint comment from the American Petroleum Institute (API) and the Liquid Energy Pipeline Association (LEPA); a joint comment from the Interstate Natural Gas Association of America (INGAA) and API; a comment from GPA Midstream Association (GPA Midstream); a comment from Summit Utilities Inc. (SUI); a comment from Environmental Defense Fund (EDF); a comment from National Association of Pipeline Safety Representatives (NAPSR); a comment from Pipeline Safety Trust (PST); and two comments from individual stakeholders.[2] Below is a summary of the comments received and PHMSA's responses.[3]

[1] *Pipeline Safety: Information Collection Activities,* 91 FR 36946 (June 18, 2026).

[2] AGA and APGA, Comment, Docket ID PHMSA–2026–0529–0015 (Aug. 18, 2026); API and LEPA, Comment, Docket ID PHMSA–2026–0529–0018 (Aug. 19, 2026); INGAA and API, Comment, Docket ID PHMSA–2026–0529–0013 (Aug. 18, 2026); GPA Midstream, Comment, Docket ID PHMSA–2026–0529–0010 (Aug. 18, 2026); SUI, Comment, Docket ID PHMSA–2026–0529–0011 (Aug. 18, 2026); EDF, Comment, Docket ID PHMSA–2026–0529–0016 (Aug. 18, 2026); NAPSR, Comment, Docket ID PHMSA–2026–0529–0014 (Aug. 18, 2026); PST, Comment, Docket ID PHMSA–2026–0529–0012; A. Rehman, Comment, Docket ID PHMSA–2026–0529–0009 (Jun. 29, 2026); Anonymous, Comment, Docket ID PHMSA–2026–0529–0017 (Aug. 18, 2026).

[3] The initial information collection concerns two topics: (1) annual reports, and (2) incident and accident reports. PHMSA is addressing the comments received in response to the initial information collection in two separate **Federal Register** notices. This notice addresses comments received on annual reports. PHMSA will address the comments received in response to incident and accident reports in a separate **Federal Register** notice.

A. Form PHMSA F 7100.1–1 Annual Report for Gas Distribution Pipeline Systems

1. Diameter-Based Reporting

PHMSA proposed eliminating diameter-based reporting of main miles and the number of services. Instead, operators would report cast and wrought iron pipelines six inches or less in diameter and two types of plastic pipe widely regarded as having poor material properties: polyvinyl chloride (PVC) and acrylonitrile-butadiene-styrene (ABS). The proposal would simplify parts B2 and B3 to focus only on higher-risk materials.

Comments Received

AGA and APGA support PHMSA's broader data revitalization effort and recommend that PHMSA remove terms and definitions from the instructions that are no longer relevant under the proposed amended report fields. AGA and APGA assert that such amendments will reduce confusion.

NAPSR, EDF, and PST do not support the proposed amendments and believe that there is still value in collecting distribution pipe diameter data. NAPSR asserted that larger-diameter pipes pose higher safety risks because they are easier for third parties to strike, carry more gas, and take longer to isolate during a shutdown. NAPSR further commented that comparing annual diameter data helps target inspections toward recent construction activity. EDF commented that diameter data is valuable to understand the scope of an operator's overall system and potential safety risks. PST commented that PHMSA's claim that pipe diameter is not a significant risk factor to pipeline integrity is unsubstantiated as American Society of Mechanical Engineers (ASME) B31.8S, incorporated by reference in 49 CFR part 192, lists pipeline diameter as a data element necessary for risk assessment.

PHMSA Response

PHMSA is proceeding with its proposal to eliminate diameter-based reporting of main miles and the number of services. PHMSA notes that the Federal Pipeline Safety Regulations governing distribution integrity management programs (DIMP) under part 192, subpart P, do not reference ASME B31.8S. Though it is important for pipeline operators to know the diameter of individual gas distribution pipelines, gas distribution integrity decisions are not strongly influenced by pipeline diameter. Commenters did not raise additional pipeline materials that PHMSA should include in parts B2 and