

#### f. Data Access and Data Sharing

FTA seeks to improve public transportation for America's communities by sharing digital data or source code collected or developed through its research with the public. This allows research organizations, transit agencies, and other stakeholders to learn from and expand upon the insights developed from FTA-funded research.

An award made pursuant to this NOFO will be subject to the latest version of FTA's Master Agreement (available at <https://www.transit.dot.gov/funding/grantee-resources/sample-fta-agreements/fta-grant-agreements>), including Section 17 Patent Rights and Section 18 Rights in Data and Copyrights.

All work funded under this NOFO must follow the Department's data collection and sharing policies outlined in the DOT Public Access Plan at: <https://www.transportation.gov/mission/open/official-dot-public-access-plan-v11>. Recipients are required to include these obligations in any sub-awards or other related funding agreements.

Public Data Access requirements include developing a Data Management Plan (DMP) and submitting the DMP for FTA review. A DMP is a document that describes how recipients plan to handle digital datasets, software, or code generated over the course of a research project pursuant to federal and Departmental requirements. A DMP must be provided as a condition of receiving FTA funds under the Section 5312 Research Program and should adequately identify: (1) The data to be collected, (2) how the data will further the goals of this effort, (3) how the data will be made accessible, and (4) how the data will be stored. DMPs can be updated over time if the scope of the project or the type of data that will be collected changes.

FTA staff is available to assist recipients with complying with public data access requirements.

#### g. External Communications

Recipients must communicate with their FTA Project Manager prior to engaging in any external communications regarding their project. This includes any work developing news or magazine stories with media organizations, including print, video, online, or otherwise. Additionally, the FTA project manager must be notified if project information, including results and metrics, will be shared during a webinar or other presentation open to the public produced either by the

recipient itself or another organization. Recipients should consult with their FTA Project Manager at the beginning of their agreement to discuss and plan any external communications about their project.

#### h. Independent Evaluation

Projects funded under this announcement will be subject to evaluation by an independent evaluator selected by FTA. Recipients will be required to coordinate with the independent evaluator to assist in developing an evaluation plan and collecting, storing and managing data required to fulfill that evaluation plan.

#### i. Mobility Metrics

Projects funded under this notice will be required to support the efforts of FTA or its designee to evaluate the project and its outcomes against mobility-specific metrics. FTA will work with the project team to implement evaluation plans that are consistent with FTA's mobility-specific metrics as detailed in the FTA report, Mobility Performance Metrics (MPM) For Integrated Mobility and Beyond (February 2020), available at <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/147791/mobility-performance-metrics-integrated-mobility-and-beyond-fta-report-no-0152.pdf>.

#### j. Software Provisions

Any software developed as a part of this solicitation will be subject to provisions of FTA's Master Agreement (version 28, February 9, 2021) and evaluated for the potential to be shared for use by public transportation agencies.

#### 3. Reporting

Post-award reporting requirements include the electronic submission of Federal Financial Reports and Milestone Progress Reports in FTA's electronic grants management system.

Applicants should include any goals, targets, and indicators referenced in their application in the Executive Summary of the TrAMS application.

As part of completing the annual certifications and assurances required of FTA grant recipients, a successful applicant must report on the suspension or debarment status of itself and its principals. If the award recipient's active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceed \$10,000,000 for any period of time during the period of performance of an award made pursuant to this Notice, the recipient must comply with the

Recipient Integrity and Performance Matters reporting requirements described in Appendix XII to 2 CFR part 200.

#### G. Federal Awarding Agency Contacts

For further information concerning this notice, please contact Christina Gikakis, in the FTA Office of Mobility Innovation, by phone at 202-366-2637, or by email at [christina.gikakis@dot.gov](mailto:christina.gikakis@dot.gov). A TDD is available for individuals who are deaf or hard of hearing at 800-877-8339. In addition, FTA will post answers to questions and requests for clarifications on FTA's website at <https://www.transit.dot.gov/funding/grants/EMI>. To ensure applicants receive accurate information about eligibility or the program, applicants are encouraged to contact FTA directly, rather than through intermediaries or third parties, with questions. FTA staff may also conduct briefings on the FY 2021 competitive grants selection and award process upon request.

For issues with *GRANTS.GOV*, please contact *GRANTS.GOV* by phone at 1-800-518-4726 or by email at [support@grants.gov](mailto:support@grants.gov).

#### H. Other Information

This program is not subject to Executive Order 12372, "Intergovernmental Review of Federal Programs."

Nuria I. Fernandez,  
Administrator.

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BILLING CODE 4910-57-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2019-0113]

#### Agency Information Collection Activities; Notice and Request for Comment; Vehicle Information for the General Public

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

**ACTION:** Notice and request for comments on a reinstatement of a previously approved collection of information.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, 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,

Vehicle Information for the General Public, and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting comments on the information collection was published on July 7, 2020. One comment was received in general support of this collection request.

**DATES:** Comments must be submitted on or before December 13, 2021.

**ADDRESSES:** Written comments and recommendations for the proposed information collection, including suggestions for reducing the burden, should be submitted to the Office of Management and Budget at [www.reginfo.gov/public/do/PRAMain](http://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 Ms. Johanna Lowrie, U.S. Department of Transportation, NHTSA, Room W43–410, 1200 New Jersey Ave. SE, Washington, DC 20590. Ms. Lowrie’s telephone number is (202) 366–5269. 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:* Vehicle Information for the General Public.

*OMB Control Number:* 2127–0629.

*Form Numbers:* N/A.

*Type of Request:* Reinstatement of a previously approved collection.

*Type of Review Requested:* Regular.

*Length of Approval Requested:* Three years.

*Summary of the Collection of Information:* NHTSA’s mission is to save lives, prevent injury, and reduce motor vehicle crashes. Consumer information programs are an important tool for improving vehicle safety through market forces. Pursuant to 49 U.S.C. 32302, the Secretary of Transportation (NHTSA by delegation) is directed to provide to the public the following information about passenger motor vehicles: Damage susceptibility; crashworthiness, crash avoidance, and any other areas the Secretary determines will improve safety of passenger motor vehicles; and the degree of difficulty of diagnosis and repair of damage to, or failure of, mechanical and electrical systems. For more than 40 years, under its New Car Assessment Program, NHTSA has been providing consumers with vehicle safety information such as frontal and side crash test results, advanced crash avoidance technology system performance test results, rollover propensity, and the availability of a wide array of safety features provided on new model year vehicles. The information collection includes new model year vehicle information such as vehicle make, model, body style, certification style, projected sales volume, crashworthiness features, advanced crash avoidance technologies, crash avoidance technologies test data, vehicle setup information, and side air bag information.

*Description of the Need for the Information and Proposed Use of the Information:* The consumer information collected will be used to disseminate vehicle safety information via the agency’s [www.nhtsa.gov](http://www.nhtsa.gov) website, in the “Purchasing with Safety in Mind: What to look for when buying a new vehicle” brochure, and in other consumer publications. Additionally, the Agency uses this information collection to respond to consumer inquiries, analyze rulemaking petitions, and provide technical assistance to Congress.

*60-Day Notice:* A **Federal Register** notice with a 60-day comment period

soliciting public comments on the following information collection was published on July 7, 2020 (85 FR 40733). NHTSA received one public comment stating general support of the collection request.

*Affected Public:* Manufacturers that sell passenger cars and light truck vehicles (including sport utility vehicles, pickup trucks, and vans) that have a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or less in the United States.

*Estimated Number of Respondents:* 21.

*Frequency:* Annually.

*Number of Responses:* 1.

There are approximately 21 vehicle manufacturers that sell passenger cars and light truck vehicles (including sport utility vehicles, pickup trucks, and vans) in the United States with a Gross Vehicle Weight Rating of 10,000 pounds or less, that NHTSA requests annually to respond to this information request.

*Estimated Total Annual Burden Hours:* 1,995 hours.

NHTSA estimates that these 21 vehicle manufacturers produce an aggregate of approximately 400 vehicle models each year, for an average of 19 models per manufacturer. NHTSA estimates the burden associated with this collection based on an expected 5 hours to prepare a response for each vehicle model. Therefore, NHTSA estimates the annual burden to be 95 hours per manufacturer (19 vehicle models × 5 hours) and estimates that the total burden will be approximately 1,995 hours per year (95 hours per manufacturer × 21 manufacturers). This is a slight recalculation from the 60-day notice in which NHTSA estimated the total burden to be 400 hours. However, as NHTSA needs to estimate the burden on a per response basis, NHTSA needed to change its calculation to estimate the total burden associated with each response (*i.e.*, the average burden a manufacturer would spend providing responses for their vehicle models). Table 1 provides a summary of the estimated burden hours.

TABLE 1—BURDEN HOUR ESTIMATES

Number of respondents	Annual responses	Estimated burden per response (hours)	Total burden hours
21 .....	19	5	1,995

To calculate the labor cost associated with submitting the vehicle questionnaires, NHTSA looked at wage

estimates for the type of personnel involved with compiling and submitting the documents. NHTSA estimates that

the five hours for each vehicle model will involve 2.5 hours of data entry (50% of the total), 2 hours for technical

information validation (40% of the total), and 0.5 hour for technical content approval (10% of the total). Therefore, NHTSA estimates that each submission will require 47.5 data entry hours, 38 technical information validation hours, and 9.5 technical content approval hours, for an annual total of 997.5 data entry hours, 798 technical information

validation hours, and 199.5 technical content approval hours.  
 NHTSA estimates the total labor costs associated with the data entry burden hours by looking at estimates from the Bureau of Labor Statistics (BLS) for the average hourly wage for Business Operations Specialists (BLS Occupation code 13-1000) in the Motor Vehicle Manufacturing Industry. BLS estimates

the average hourly wage is \$39.46.<sup>1</sup> The Bureau of Labor Statistics estimates that private industry workers' wages represent 70.4% of total labor compensation costs.<sup>2</sup> Therefore, NHTSA estimates the hourly labor costs to be \$56.05 for data entry. Table 2 provides a summary of the labor costs associated with the burden hours.

TABLE 2—LABOR COSTS ASSOCIATED WITH BURDEN HOURS

Job function	Average hourly labor cost	Total burden hours	Total labor cost
Data Entry .....	\$56.05	997.5	\$55,909.88
Technical Information Validation .....	87.53	798	69,848.94
Technical Content Approval .....	94.22	199.5	18,796.89
Estimated Annual Labor Cost Associated with Burden Hours .....			144,555.71 (\$144,556)

*Estimated Total Annual Burden Cost:* There are no costs associated with this collection other than the labor costs associated with the burden hours.

*Public Comments Invited:* You are asked to comment on any aspects of this 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, including the validity of the methodology and assumptions used; (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, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

*Authority:* The Paperwork Reduction Act of 1995, 44 U.S.C. Chapter 35; and delegation of authority at 49 CFR 1.95 and DOT Order 1351.29.

**Raymond R. Posten,**  
 Associate Administrator for Rulemaking.  
 [FR Doc. 2021-24634 Filed 11-10-21; 8:45 am]

**BILLING CODE 4910-59-P**

**DEPARTMENT OF TRANSPORTATION  
 National Highway Traffic Safety  
 Administration**

**Petition for Exemption From the  
 Federal Motor Vehicle Theft Prevention  
 Standard; American Honda Motor Co.,  
 Inc.**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).  
**ACTION:** Grant of petition for exemption.

**SUMMARY:** This document grants in full the American Honda Motor Co., Inc.'s (Honda) petition for exemption from the Federal Motor Vehicle Theft Prevention Standard (theft prevention standard) for its Acura Integra vehicle line beginning in model year (MY) 2023. The petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the theft prevention standard.

**DATES:** The exemption granted by this notice is effective beginning with the 2023 model year.

**FOR FURTHER INFORMATION CONTACT:** Carlita Ballard, Office of International Policy, Fuel Economy, and Consumer Programs, NHTSA, West Building, W43-439, NRM-310, 1200 New Jersey Avenue SE, Washington, DC 20590. Ms. Ballard's phone number is (202) 366-5222. Her fax number is (202) 493-2990.

*naics4\_336100.htm#15-0000 (accessed May 4, 2020).*

<sup>2</sup> See Table 1. Employer Costs for Employee Compensation by ownership (Mar. 2021), available

**SUPPLEMENTARY INFORMATION:** Under 49 U.S.C. Chapter 331, the Secretary of Transportation (and the National Highway Traffic Safety Administration (NHTSA) by delegation) is required to promulgate a theft prevention standard to provide for the identification of certain motor vehicles and their major replacement parts to impede motor vehicle theft. NHTSA promulgated regulations at 49 CFR part 541 (theft prevention standard) to require parts-marking for specified passenger motor vehicles and light trucks. Pursuant to 49 U.S.C. 33106, manufacturers that are subject to the parts-marking requirements may petition the Secretary of Transportation for an exemption for a line of passenger motor vehicles equipped with an antitheft device as standard equipment that the Secretary decides is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements. In accordance with this statute, NHTSA promulgated 49 CFR part 543, which establishes the process through which manufacturers may seek an exemption from the theft prevention standard.

49 CFR 543.5 provides general submission requirements for petitions and states that each manufacturer may petition NHTSA for an exemption of one vehicle line per model year. Among other requirements, manufacturers must identify whether the exemption is sought under section 543.6 or section 543.7. Under section 543.6, a manufacturer may request an exemption

at <https://www.bls.gov/news.release/ecec.t01.htm> (accessed August 2, 2021).

<sup>1</sup> See May 2020 National Industry-Specific Occupational Employment and Wage Estimates, NAICS 336100—Motor Vehicle Manufacturing, available at <https://www.bls.gov/oes/current/>