

# TRANSPORTATION COMMITTEE 9/8/25

## LIST OF BOARD PACKET DOCUMENTS

1. Transportation Committee Agenda for 9/8/25.
2. Transportation Committee Draft Minutes for 7/7/25.
3. County of Hawaii Map of Paratransit Service Areas.
4. County of Hawaii Webpage Shared Ride Program.
5. County of Hawaii Webpage Shared Rural Bus Program.
6. State of Hawaii webpage – Hawaii Ebike Rebate Program.
7. State of Hawaii - House Bill 670 House Draft 1 – Relating to Transportation.
8. City and County of Honolulu Bill 54 (25) Council Draft 1 – Relating to Public Transit.
9. City and County of Honolulu Auditor – Report on Skyline (rail) Operations (Chapters 3 and 5).
10. United States Department of Transportation – Notice and request for Comment: Drivers Use of Camera Based Rear Visibility Systems Versus Traditional Mirrors. [NHSTA-2025-0021](#)
11. United States Department of Transportation – Request for Comment; Crash Avoidance Warning System Human-Machine Interface Research. [NHTSA-2024-0070](#).
12. United States Department of Transportation – Request for Comment; National Electric Vehicle Infrastructure Formula Program Guidance. [FHWA-2025-0010](#).



# DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Rm. 118 • Honolulu, Hawai'i 96813  
Ph. (808) 586-8121 (V) • Fax (808) 586-8129 • (808) 204-2466 (VP)

## NOTICE OF MEETING

### Disability and Communication Access Board

### Standing Committee on Transportation Meeting

September 8, 2025  
11:00 a.m.

## AGENDA

The Disability and Communication Access Board (DCAB) will be meeting remotely using interactive conference technology. The public is welcome to participate as follows.

### **Public In-Person Meeting Location**

Kamamalu Building  
1010 Richards Street, Room 118  
Honolulu, Hawaii 96813

### **Participate Virtually via Zoom**

Click on the link below or copy and paste it into your browser window:  
<https://us02web.zoom.us/j/85328116909> and enter Meeting ID: 853 2811 6909.

### **To join by phone**

Dial 1 669 900 6833 and enter Meeting ID: 853 2811 6909.

### **Public Testimony**

**Oral testimony** - Testimony or comments presented by members of the public during Committee meetings shall be limited to three minutes per agenda item. In compliance with the Americans with Disabilities Act, a reasonable amount of additional time shall be afforded to persons with a communication disability to present testimony or comments, if needed. Any person who needs additional time to present testimony or comments is encouraged to contact the DCAB office in advance of the meeting. This rule shall be placed at the beginning of all Committee meeting agendas. Members of the public may present comment or testimony during Committee meetings on each agenda item. Public comment or testimony, if any, shall be presented on each agenda item before the Committee deliberates on the item. After all public comment or testimony is presented, the Committee shall deliberate on the agenda item without further comment or testimony from the public unless further public comment or testimony is requested by the Committee.

**Written Testimony** - To ensure the public as well as Committee members are able to review testimony prior to the meeting, we request written testimony be submitted 48 hours prior to the scheduled meeting date and time.

- By email to: [dcab@doh.hawaii.gov](mailto:dcab@doh.hawaii.gov)
- By U.S. Postal Mail:  
Kirby Shaw, Disability and Communication Access Board, 1010 Richards Street,  
Room 118, Honolulu, HI 96813
- By facsimile to: (808) 586-8129

## **AGENDA**

- I. Call to Order  
Review Remote Meeting Procedures
  - This meeting is being recorded.
  - A quorum of Committee members is required to be visible on screen.
  - Raise hand to speak unless called upon.
  - Identify yourself before speaking.
- II. Roll Call/Introductions
- III. Written Public Testimonies Submitted - Review
- IV. Approval of Meeting Minutes of July 7, 2025
- V. Old Business
  - A. City and County of Honolulu [Bill 45](#) Relating to the City Transit System. The purpose of this bill is to update requirements pertaining to the City Transit System in order to promote public safety, system security, service quality, and multimodal transmit options – Update.
  - B. Review of County of Hawaii Paratransit Service.
    - (1) Service Area [Maps](#).
    - (2) Hele-On Shared Ride [Program](#) (East Hawaii).
    - (3) Hele-On Ka Ho'okele Rural Transportation [Program](#).
  - C. State of Hawaii E-bike and electric moped rebate [program](#).  
(1) [House Bill 670 House Draft 1](#)
  - D. Richards Street Bike Lane and Loading Zone – Update.
  - E. United States Department of Transportation Final Rule – Ensuring Safe Accommodations for Air Travelers with Disabilities Using Wheelchairs – Delayed Enforcement [2025-10250](#) – Update
- VI. Standing Agenda Topics
  - A. Public Transit and Paratransit
    1. City and County of Honolulu [Bill 54 \(2025\)](#) – Relating to Public Transit.
    2. City and County of Honolulu's low income rate for fixed route and paratransit.
    3. City and County of Honolulu's Taxi Voucher Program.

4. City and County of Honolulu Auditor's February 2025 [Report on Rail \(Skyline\) Operations](#).
- B. Streets and Highways
    1. United States Department of Transportation – Request for Comment; Crash Avoidance Warning System Human-Machine Interface Research. [NHTSA-2024-0070](#).
    2. United States Department of Transportation – Notice and Request for Comment; National Electric Vehicle Infrastructure Formula Program Guidance. [FHWA-2025-0010](#).
  - C. Pedestrian Mobility and Built Environment - No Updates
  - D. Air Transportation/Airports - No Updates
  - E. Water Transportation and Harbors – No Updates
  - F. Update from the DCAB Standing Committee on Parking
    1. Act 111 ([SB 1008 HD1 CD1](#)) - Relating to Parking. Authorizes the counties to adopt ordinances to enforce the accessible parking spaces reserved for persons with disabilities and electric vehicles.
    2. Act 112 ([SB 1009 SD2 HD2 CD1](#)) – Relating to Parking. Establishes a state reserved parking space enforcement fine for the unauthorized use of parking spaces reserved for persons with disabilities or electric vehicles. Deposits fifty percent of all fines into the general fund and fifty percent into the Safe Routes to School Program Special Fund. Specifies that a fine shall not be imposed on a person who parks in a space designated and marked as reserved for electric vehicles if the electric vehicle charging system is visibly inoperable or broken.
- VII. Open Forum: Public comment on issues not on the agenda for consideration on a future Committee agenda.
- VIII. Next Meeting
- IX. Adjournment

If you need an auxiliary aid/service or other accommodation due to a disability, contact Cindy Omura at (808) 586-8121 or [dcab@doh.hawaii.gov](mailto:dcab@doh.hawaii.gov) as soon as possible. Requests made as early as possible have a greater likelihood of being fulfilled.

Upon request, this notice is available in alternate/accessable formats.

The agenda and meeting materials for this meeting are available for inspection at the DCAB office located at 1010 Richards Street, Room 118, Honolulu, Hawaii 96813 and on the DCAB website at: <https://health.hawaii.gov/dcab/dcab-agendas-and-minutes/>.





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### **DRAFT MINUTES**

#### **Standing Committee on Transportation Meeting**

Location: Virtual via Zoom and 1010 Richards Street, Room 118

Date: July 7, 2025

Time: 11:00 a.m.

PRESENT: Violet Horvath, Chairperson; Gerald Ohta, Teri Spinola-Campbell, Charlotte Townsend, Board Members; Elizabeth Delovio, Bryan Mick, Kristine Pagano, Staff

PUBLIC PARTICIPANT: Ryan Tamashiro

SIGN LANGUAGE

INTERPRETERS: Carrie Kaufman and Laura Safranski

- I. Chairperson Violet Horvath called the meeting to order at 11:01 a.m.
- II. Committee members and staff introduced themselves.
- III. Chairperson Violet Horvath reported no written public testimony was submitted.
- IV. The Committee approved the May 12, 2025, meeting minutes (M/S/P Townsend/Spinola-Campbell).
- V. Unfinished Business
  - A. Review of the proposed Fiscal Year (FY) 2025-2026 Plan of Action Transportation and Travel Section including any proposed revisions to goals and objectives to this section.

The Committee reviewed the proposed changes to the Plan of Action. The Committee made edits to the existing objective 7.2.4 regarding the creation of an Airport Authority at priority 3 and added a new objective 7.2.5 as a priority 1.

The 7.2.5 objective requests the Department of Transportation (DOT) to establish a disability committee to advise on the accessibility of programs, services, and policies at Hawaii Public Airports. Committee member Teri Spinola-Campbell mentioned she participated in an informal DOT committee and asked if staff thought a formal or informal committee was better. Bryan Mick explained the pros and cons of formal vs informal committees and recommended that DCAB support whichever DOT is willing to establish as it would be an improvement over the status quo.

The Committee approved the proposed new goal and objective 7.4 relating to financial assistance to offset costs related to transportation services or devices. Bryan Mick explained that there is an existing rebate program for electric bicycles and scooters, and staff thought it should also cover mobility devices. The Committee deleted the reference to fixed low income. Committee member Teri Spinola-Campbell suggested that the definition of mobility device used by any rebate program refer to the Americans with Disabilities Act (ADA) regulation's definition for clarity and consistency.

VI. Standing Agenda Topics

A. Public Transit and Paratransit

Bryan Mick summarized Bill 45 which proposed many changes to the City and County of Honolulu's public transit and paratransit program.

One of the changes is to allow a transit operator to refuse service to someone whose possessions emit an odor that interferes with other passengers' ability to utilize the City's transit system. In the past, DCAB testified in opposition to proposals to allow denial of service to a person based on bodily odor.

DCAB added a bullet point to the DCAB Guiding Principles on Public Transit and Paratransit stating, "A person's body odor should not be used as a reason to deny service on public transit or paratransit service unless it poses a health or safety risk to transit personnel or patrons." The concern was a person's disability, or the disabilities impacted by the personal hygiene might be causing the odor, and therefore a denial of service would be discriminatory.

The Committee commented that Bill 45 puts transit operators in a tough situation, and it is possible for transit operators, or their union may decide it is inadvisable to deny service on the basis of odor. The Committee asked staff to raise these concerns at any future Bill 45 hearings.

Bryan Mick provided the monthly performance statistics for the Hawaii County paratransit program. The Committee noted that the metrics were very good but noted that the Hawaii County service area is limited. Bryan Mick added that this is due to the County running their buses in a limited fashion. The Hawaii County paratransit services are considered commuter routes, and not fixed routes. The ADA mandates that complementary paratransit services be provided within a three-fourths of a mile radius of a fixed bus route. Hawaii County differs from the City and County of Honolulu system where all bus routes operation meets the definition of a fixed bus route. That is why paratransit service is provided for the entire island of Oahu.

The rest of the agenda was deferred due to time restraints.

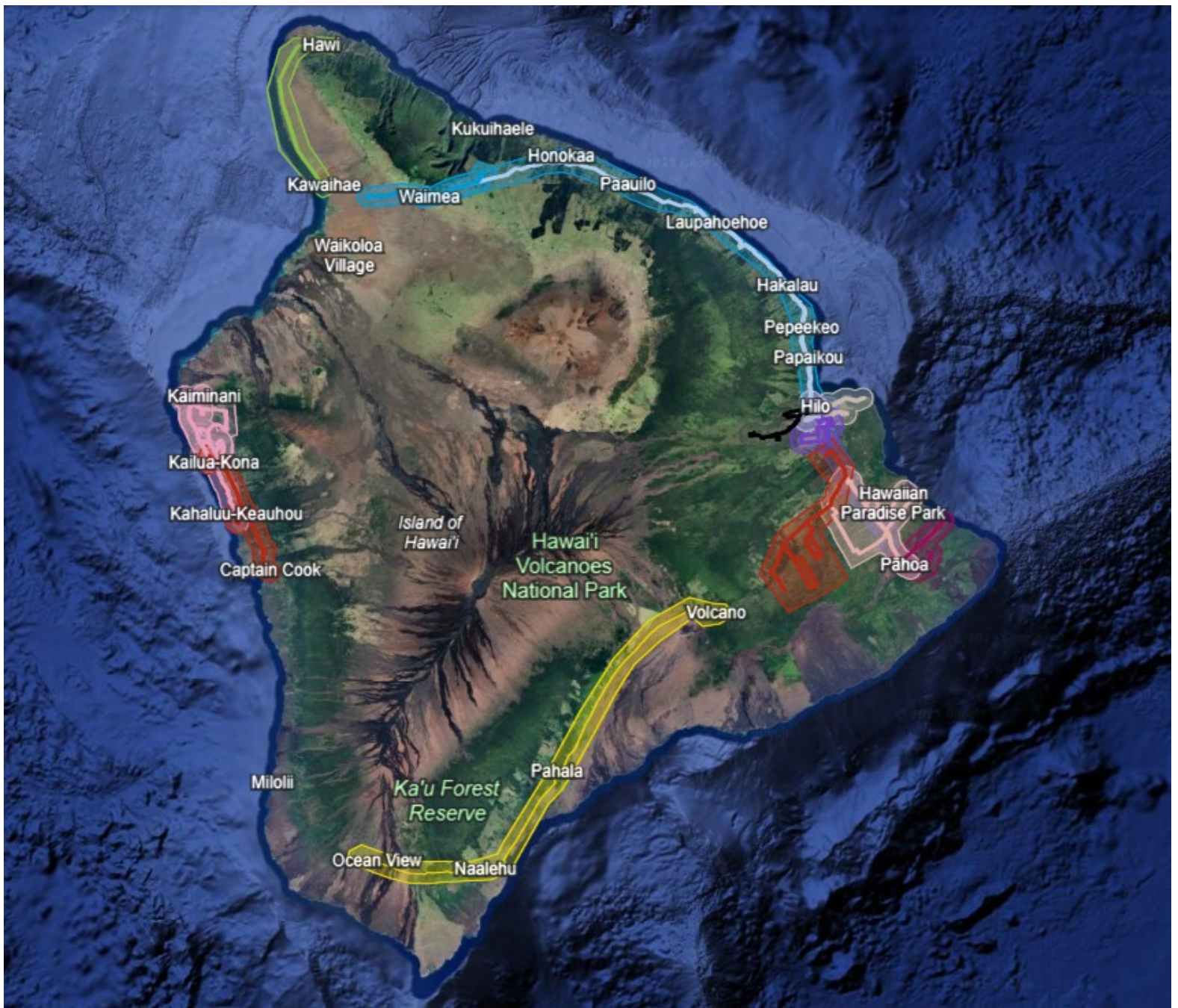
VII. The next meeting will be Monday, September 8, 2025, at 11:00 a.m.

VIII. The meeting adjourned at 12:05 p.m.

NOTE: All votes were unanimous unless otherwise noted.

Respectfully submitted,

BRYAN K. MICK





## Hele-On Shared Ride Program

The County of Hawai'i Mass Transit Agency provides the Hele-On Shared Ride Program in East Hawaii. Services are accessible to those in mobility devices.

***Effective 7/01/2023, the Mass Transit Agency launched a new Shared Ride Program. The County of Hawai'i will subsidize up to \$15.80 per trip (equivalent to 4 miles) and passengers are responsible to pay the balance of the rate. As a result, travel is unlimited and taxi coupons will be eliminated. Consumers must present their Shared Ride Program Identification Card to receive the subsidy.***

Service hours are equivalent to the fixed route service hours. **Additional hours are subject to carrier's discretion, however, you will be required to pay metered rates.**

***Individuals who are interested in using the Shared Ride Program must complete the Shared Ride Program Participation Form along with a copy of an ID.***

[Shared Ride Participation Form](#)

## Participating Companies

### Hilo

- Marhysa's Taxi - ADA Accessible: (808) 938-3285
- Daniels - ADA Accessible: (808) 989-4856  
Serves Hilo International Airport
- Kwiki Taxi – ADA Accessible: (808) 498-0308

### Pahoa, Waimea or Kailua-Kona

None participating at this time.





## Hele-On Ka Ho'okele

The County of Hawai'i Mass Transit Agency proudly introduces Hele-On Ka Ho'okele Rural Transportation Program. Hele-On Ka Ho'okele provides public transit to individuals who reside in rural areas outside of the regular Hele-On fixed route and paratransit services.

The program is available to the general public, Monday – Friday from 7:30 a.m. – 4:30 p.m., excluding County observed holidays. Services are operated by Hawaii County Economic Opportunity Council (HCEOC).



## How Do I Register?

Interested individuals may register by calling (808) 731-7009, option 3.

Please provide your name, address, telephone, email (if applicable), and answer a few brief questions so we can get to know who our riders are.

## How Does it Work?

Once you are registered, you may schedule your trip(s) by calling (808) 731-7009, option 3. Reservations must be made a minimum one day in advance for next day service, and can be made up to 14 days in advance. Same day reservations are based on availability. Pick up times may be negotiated.

Rides are available on a first come, first served basis and each trip must be scheduled in advance. You may not make any changes to your reservation once your vehicle has arrived at the pick-up point. If you need to cancel a ride, please do so at least two hours prior to your scheduled pick up. Drivers will depart after waiting at least five minutes after arrival.

We do not travel on roads that are unpaved, single lane, or provides unsafe conditions to our drivers and riders.

## Where Can I Go?

Riders may travel between rural areas that are within a district. Service areas include Seaview/Kalapana, Upper Puna, Waimea, Hilo , Kailua-Kona & Captain Cook. For a map indicating service areas, see our Hele-On [Ka Ho'okele Rider's Guide](#).

Riders may be taken to a Hele-On bus stop to access a fixed route to get to a destination outside of the district. For example, if you reside in Honokaa (outside of the fixed route area and cannot get to a bus stop) and would like to travel to Kona, Hele-On Ka Ho'okele will take you to the closest bus stop to catch the Hele-On bus to Kona. Please see the Bus Schedules and Maps page for all Hele-On bus schedules and routes.

## Frequently Asked Questions

### **What does it cost to ride?**

The service is free.

### **If I live near a Hele-On fixed route, will I be able to use the service?**

No, you must utilize the fixed route bus system.

### **Will I receive curb to curb service?**

Most individuals will be taken to the nearest Hele-On bus stop if a fixed route is available to your destination.

### **May I use the lift?**

Yes, please inform us if you need to use the lift at the time of reservation.

### **Will I be required to share the vehicles with other riders?**

Yes, this program is a part of our public transportation system.

### **How do I know if my vehicle is on its way?**

You can check the location of your vehicle at <https://kahookele.tectransit.com/> or by calling (808) 731-7009, option 3.

### **Where can I get more information?**

Contact HCEOC's Transportation Division at (808) 731-7009, option 3.

### **What other transportation options are available?**

If you require services in these areas and are a senior, call Coordinated Services for the Elderly at (808) 961-8777.

**If you are a senior or have a disability** and cannot ride Hele-On bus, consider applying for the Hele-On Kako'o paratransit service and call (808) 640-1020 for details.

Please see our Hele-On [Ka Ho'okele Rider's Guide](#) to help you gain the best experience on our service.







## State of Hawaii

### Department of Transportation

#### *Ka 'Oihana Alakau*

#### **Hawaii electric bike and moped rebate**

The e-bike and electric moped rebate program makes rebates of up to \$500 or 20% of the retail price available for eligible purchases of newly purchased electric bicycles and electric mopeds. The statute authorizing this program is [HRS §196-7.8](#)

Applications open at 12 a.m. Tuesday, Feb. 28, 2023. The online application can be found at <https://arcg.is/1rvTTX2>

Hard copy applications may be requested by calling (808) 831-7931.

#### **The following restrictions apply:**

- Only valid on purchases of new electric bicycles capable of speeds of no more than twenty-eight miles per hour, and electric mopeds.
- Purchase must be made at a retail store on or after July 2, 2022.
- Rebate amount is limited to the lesser of \$500 or 20% of the retail price.
- No individual shall receive more than \$500 in total rebates each fiscal year.
- The rebate application and supporting documentation must be submitted within 1 year of purchase. Failure to apply within twelve months of the date of purchase shall constitute a waiver of the right to claim the rebate.
- Receipt of purchase must clearly display the applicant's name as the purchaser of the electric bicycle or electric moped, retailer's name and address, date of purchase and product's name and model.
- Applications that do not meet program criteria will not be considered.
- The Department reserves the right to verify purchase.
- The Department is not liable to pay any rebate if sufficient funds are unavailable.

## Program Criteria:

- Applicant must be 18 years of age or older, and can prove one of the following:
  - Participation in a low-income assistance program such as the Supplemental Nutrition Assistance Program or Section 8
  - Do not own a motor vehicle with four or more wheels
  - Current enrollment in a school, college, or university

## Safety reminders for current and prospective electric bicycle and electric moped riders:

- **Wear a properly fitted and fastened helmet.** For bike helmets, HDOT recommends using the [CDC Bike Helmet Safety guide](#) to pick out a good helmet. For moped helmets, look for weight, thickness, sturdy chinstraps, as well as “DOT” and manufacturer’s labels (e.g., Snell or ANSI) to help in selecting a safe helmet.
- **Do not ride an electric bicycle or electric moped on any sidewalk.** [https://www.capitol.hawaii.gov/hrscurrent/Vol05\\_Ch0261-0319/HRS0291C/HRS\\_0291C-0145.htm](https://www.capitol.hawaii.gov/hrscurrent/Vol05_Ch0261-0319/HRS0291C/HRS_0291C-0145.htm)
- **Do not “pack” or carry passengers.** Applicable laws [here](#) and [here](#).
- **Follow the rules of the road.** You are responsible for obeying all traffic rules, including but not limited to riding only where bikes and mopeds are permitted, riding with the flow of traffic, using front and rear lights, stopping at traffic signals, and yielding to slower bicyclists and pedestrians.
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Updated: July 7, 2025

For questions not addressed by the information provided on this webpage: [DOT.ebike.rebate@hawaii.gov](mailto:DOT.ebike.rebate@hawaii.gov)

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# A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

**BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:**

1       SECTION 1. The legislature finds that the single greatest  
2 recent factor contributing to the increasing cost of living in  
3 Hawaii is the rising cost of transportation. Due to  
4 increasingly expensive fossil fuels and a lack of cheaper  
5 transit options, Hawaii residents pay among the highest costs to  
6 commute in the country. In January 2022, the United States  
7 Bureau of Labor Statistics reported that auto-related costs were  
8 an astonishing twenty-three per cent higher than the year  
9 before.

10       The legislature also finds that electric bicycles are  
11 significantly more cost effective for local families, better for  
12 the environment than gas-powered motor vehicles, and can  
13 effectively get many Hawaii residents to locations as  
14 conveniently as gas-powered motor vehicles. The current  
15 electric bicycle and moped rebate program, even with minimal  
16 promotion and low subsidy, has helped almost three hundred  
17 people access electric bikes since its inception. However, its



1 reach has been limited by age restrictions and a lower rebate  
2 than other similar programs that does not afford access to many  
3 lower-income families.

4 In 2022, Denver's electric bike rebate program, which  
5 provided families with up to a \$1,200 rebate, led to  
6 considerable cost savings for Denver families, helped reduce  
7 vehicular traffic on crowded roads, and ultimately replaced many  
8 trips by car with trips by bike. This meant twenty-two miles a  
9 week on average per user, collectively displacing one hundred  
10 thousand miles weekly. Ninety-six per cent of users surveyed  
11 said the availability of the rebate made the difference when  
12 deciding to buy an electric bike.

13 The purpose of this Act is to:

14 (1) Help reduce the cost of transportation, the cost of  
15 living, and traffic on Hawaii's roads by improving the  
16 existing electric bicycle and moped rebate program to  
17 further encourage the purchase and use of adaptive  
18 electric bicycles, electric bicycles, electric mopeds,  
19 and other electric mobility devices; and



(2) Update the definitions of "electric mobility device" and "electric bicycle" to align with federal and state policies and programs.

SECTION 2. Section 196-2, Hawaii Revised Statutes, is amended by adding five new definitions to be appropriately inserted and to read as follows:

"Adaptive electric bicycle" means any bicycle that is modified to fit the needs of an individual rider who is unable to use a standard electric bicycle.

"Electric bicycle" means a bicycle equipped with fully operable pedals and an electric motor of no more than seven hundred fifty watts that meets one or more of the following classes:

(1) Class 1: an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour;

(2) Class 2: an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and



1 that is not capable of providing assistance when the  
2 bicycle reaches the speed of twenty miles per hour; or

3 (3) Class 3: an electric bicycle equipped with a motor  
4 that provides assistance only when the rider is  
5 pedaling and that ceases to provide assistance when  
6 the bicycle reaches the speed of twenty-eight miles  
7 per hour and equipped with a speedometer.

8 "Electric bicycle" does not include a high-speed electric  
9 device.

10 "Electric micro-mobility device" means a device weighing no  
11 more than seventy-five pounds that is fully or partially  
12 motorized and used for personal transportation, such as one-  
13 wheels and electric skateboards. "Electric micro mobility  
14 device" does not include electric bicycles or electric foot  
15 scooters.

16 "Electric mobility device" means an adaptive electric  
17 bicycle, electric bicycle, electric micro-mobility device, or  
18 electric mopeds.

19 "High-speed electric device" means a two-wheeled electric  
20 device with a motor exceeding seven hundred fifty watts and  
21 capable of speeds over twenty-eight miles per hour. "High-speed



1 electric device" does not include a moped or motorcycle that can  
2 legally be operated on a road or street, as provided by law."

3 SECTION 3. Section 196-7.8, Hawaii Revised Statutes, is  
4 amended to read as follows:

5 "[+]§196-7.8[+] **Electric [~~bicycle and electric moped~~]**  
6 **mobility device rebate program; third-party administrator;**  
7 **special fund.** (a) The department of transportation shall  
8 administer a rebate program that incentivizes the purchase of  
9 new electric [~~bicycles and new electric mopeds~~] mobility devices  
10 and may contract with a third-party administrator pursuant to  
11 subsection [~~(i)~~] (j) to operate and manage the rebate program.

12 (b) Each eligible purchase of a new electric [~~bicycle or~~  
13 ~~new electric moped~~] mobility device shall receive a rebate of  
14 [~~either twenty per cent of the retail cost or \$500, whichever~~  
15 ~~amount is lower;~~] \$ \_\_\_\_\_; provided that no individual shall  
16 receive more than [~~\$500~~] \$ \_\_\_\_\_ in total rebates each  
17 fiscal year[~~;~~] unless also qualifying for the additional  
18 assistance rebate pursuant to subsection (i), in which case no  
19 individual shall receive more than \$ \_\_\_\_\_ in total rebates  
20 each fiscal year. No non-profit organization shall receive more  
21 than \$ \_\_\_\_\_ in total rebates each fiscal year.



(c) The department of transportation shall not issue more than [\$700,000] \$\_\_\_\_\_ in total rebates under this section each fiscal year; provided that the electric [~~bicycle and electric moped~~] mobility device subaccount within the highway development special fund pursuant to section 264-122(d) contains sufficient funds to pay the rebates. The department of transportation shall not be liable to pay any refund if sufficient funds are unavailable. The department of transportation shall allow valid claims filed by eligible applicants for whom sufficient funds may not be immediately available to receive a rebate as funds may be available in a subsequent year.

(d) The department of transportation shall:

(1) Prepare any forms that may be necessary for an applicant to claim a rebate pursuant to this section;

and

(2) Require each applicant to furnish reasonable information to ascertain the validity of the claim, including but not limited to [~~the signature of the buyer and individual responsible for the sale on behalf of a retail store at the time of sale,~~] a copy





1 of valid government issued photo identification of the  
2 buyer at the time of the sale, receipt of purchase,  
3 name and address of the retail store, verification of  
4 eligibility, and any other documentation necessary to  
5 demonstrate the legitimate purchase of a new electric  
6 ~~[bicycle or new electric moped.]~~ mobility device.

7 (e) This section shall apply to new:

8 (1) Electric bicycles ~~[capable of speeds of no more than~~  
9 ~~twenty-eight miles per hour; and];~~

10 (2) Electric mopeds~~[,]~~;

11 (3) Adaptive electric bicycles; and

12 (4) Electric micro-mobility devices,

13 purchased at a retail store after July 1, 2022.

14 (f) Applicants shall submit an application to the  
15 department of transportation within twelve months of the date of  
16 purchase to claim a rebate from the electric ~~[bicycle and~~  
17 ~~electric moped]~~ mobility device rebate program. Failure to  
18 apply within twelve months of the date of purchase shall  
19 constitute a waiver of the right to claim the rebate.

20 (g) Nothing in this section shall alter taxes due on the  
21 original purchase. Any rebate received pursuant to this section



shall not be considered income for the purposes of state or county taxes.

(h) In administering the electric mobility device rebate program, the department of transportation shall provide rebates to:

(1) Persons who are residents of the State and fifteen years or older, who purchase a new electric mobility device; and

(2) Non-profit organizations who are registered in the State who purchase one or more new electric mobility devices.

~~[(h)]~~ (i) In administering the electric ~~bicycle and electric moped~~ mobility device rebate program, the department of transportation shall provide ~~rebates~~ an assistance rebate in addition to the rebate in subsection (b). The additional assistance rebate shall be \$ \_\_\_\_\_ or the full retail amount, whichever amount is lower, to persons ~~[eighteen]~~ fifteen years or older who:

(1) Are eligible for:

(A) The Supplemental Nutrition Assistance Program;

(B) The free and reduced price lunch program;



1 (C) Section 8 of the United States Housing Act of  
2 1937, as amended; or

3 (D) Similar low-income assistance programs identified  
4 by the department of transportation;

5 (2) Do not own a registered motor vehicle with four or  
6 more wheels, as demonstrated by an affidavit signed by  
7 the applicant at the time of sale of the new electric  
8 ~~[bicycle or electric moped]~~ mobility device, which  
9 may be audited by the department of transportation; or

10 (3) Are enrolled in school, community college, or  
11 university.

12 ~~[(i)]~~ (j) The department of transportation may contract  
13 with a third-party administrator to operate and manage the  
14 electric ~~[bicycle and electric moped]~~ mobility device rebate  
15 program. The third-party administrator shall not be deemed to  
16 be a ~~["governmental body"]~~ government body as defined in section  
17 103D-104; provided that all moneys transferred to the third-  
18 party administrator shall have been appropriated by the  
19 legislature or shall be from moneys provided by the federal  
20 government or private funding sources. ~~[The third-party~~  
21 ~~administrator shall not expend more than ten per cent of the~~



~~amounts appropriated for the rebate program, or any other reasonable percentage determined by the department of transportation, for administration of the electric bicycle and electric moped rebate program.]~~

(k) The third-party administrator may pay rebates to each rebate applicant from moneys transferred pursuant to subsection (j) from the electric mobility device subaccount within the highway development special fund.

(l) Any modification or alteration to an electric bicycle or electric micro-mobility device after purchase from the manufacturer that affects its classification, performance, or compliance with the specifications shall result in the disqualification of the rebate and the recipient shall repay the full rebate amount to the department of transportation. The department of transportation shall establish a process for verification and enforcement, including but not limited to inspections, reporting requirements, and penalties for noncompliance.

(m) The department of transportation shall provide an annual report to the legislature no later than twenty days prior to the convening of each regular session that shall detail the



1 rebates provided by zip code, amount received, and type of  
2 rebate."

3 SECTION 4. Section 264-122, Hawaii Revised Statutes, is  
4 amended by amending subsection (d) to read as follows:

5 "(d) There is established within the highway development  
6 special fund an electric [~~bicycle and electric moped~~] mobility  
7 device subaccount. The department shall expend moneys in the  
8 subaccount for the purposes of funding the electric [~~bicycle and~~  
9 ~~electric moped~~] mobility device rebate program established  
10 pursuant to section 196-7.8."

11 SECTION 5. There is appropriated out of the general  
12 revenues of the State of Hawaii the sum of \$ or so  
13 much thereof as may be necessary for fiscal year 2025-2026 and  
14 the sum of \$ or so much thereof as may be necessary  
15 for fiscal year 2026-2027 to be deposited into the electric  
16 mobility device subaccount in the highway development special  
17 fund.

18 SECTION 6. There is appropriated out of the electric  
19 mobility device subaccount in the highway development special  
20 fund the sum of \$ or so much thereof as may be  
21 necessary for fiscal year 2025-2026 and the sum of



1     \$                   or so much thereof as may be necessary for fiscal  
2     year 2026-2027 for the electric mobility device rebate program.

3           The sums appropriated shall be expended by the department  
4     of transportation for the purposes of this Act.

5           SECTION 7. Statutory material to be repealed is bracketed  
6     and stricken. New statutory material is underscored.

7           SECTION 8. This Act shall take effect on July 1, 3000.



**Report Title:**

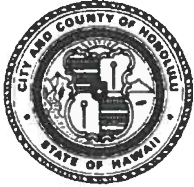
Department of Transportation; Electric Mobility Device Rebate Program; Electric Mobility Subaccount; Appropriation

**Description:**

Renames the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Device Rebate Program. Expands eligibility and amends the maximum rebate amount. Appropriates funds. Effective 7/1/3000. (HD1)

*The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.*





**HONOLULU CITY COUNCIL**  
**KE KANIHELA O KE KALANA O HONOLULU**  
CITY AND COUNTY OF HONOLULU

ORDINANCE \_\_\_\_\_  
BILL 54(2025)

---

**A BILL FOR AN ORDINANCE**

---

RELATING TO PUBLIC TRANSIT.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. Purpose. The purpose of this ordinance is to simplify, update, and amend certain sections of Chapter 15B, Revised Ordinances of Honolulu 2021 ("*Public Transit*"), as they pertain to the fare structure for the Multimodal Municipal Transportation System.

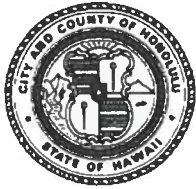
SECTION 2. Section 15B-2.1, Revised Ordinances of Honolulu 2021 ("*Fare structure*"), is amended by adding the following definitions to subsection (a) in a manner that maintains the alphabetical order of the subsection, to read as follows:

"**Individuals with Extremely Low Income.** Individuals who qualify for a fare plan under § 15B-2.10."

SECTION 3. Section 15B-2.1, Revised Ordinances of Honolulu 2021 ("*Fare structure*"), is amended by amending subsection (b) to read as follows:

"(b) Except as otherwise provided in this article, the following fares apply to every passenger using the city bus system and the city rail system, and every passenger riding the city bus system and the city rail system shall pay the applicable fare set forth in this table:



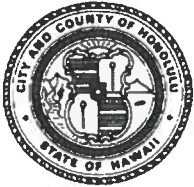


**HONOLULU CITY COUNCIL**  
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BILL **54 (2025)**

**A BILL FOR AN ORDINANCE**

<b>[FARE STRUCTURE TABLE]</b>						
	<b>Cash</b>	<b>Fares Paid Using City Payment Card (CPC) Only</b>				<b>Special Event</b>
<b>Passenger Category</b>	<b>Single-Ride Fare</b>	<b>Single-Ride with 2.5-Hour Capped-Fare with Free Transfers Between Bus, Rail, and Paratransit Systems</b>	<b>Daily Pass or Maximum Capped Fare</b>	<b>Monthly Pass or Maximum Capped Fare</b>	<b>Annual Pass</b>	<b>Single-Ride Fare-Special Event</b>
<b>Adult</b>	\$3	\$3	\$7.50	\$80	\$880	\$6.25
<b>Youth</b>	\$1.50	\$1.50 with programmed CPC	\$3.75 with programmed CPC	\$40 with programmed CPC	\$440 with programmed CPC	\$6.25
<b>Child</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Senior Citizen (Non-Hawaii Resident)</b>	\$1.25 with valid CPC ID	\$1.25 with programmed CPC	\$3 with programmed CPC	Not applicable	Not applicable	\$6.25
<b>Senior Citizen (Hawaii Resident)</b>	\$1.25 with valid CPC ID	\$1.25 with programmed CPC	\$3 with programmed CPC	\$20 with programmed CPC	\$45 with programmed CPC	\$6.25



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<b>[FARE STRUCTURE TABLE]</b>						
	<b>Cash</b>	<b>Fares Paid Using City Payment Card (CPC) Only</b>				<b>Special Event</b>
<b>Passenger Category</b>	<b>Single Ride Fare</b>	<b>Single Ride with 2.5-Hour Capped Fare with Free Transfers Between Bus, Rail, and Paratransit Systems</b>	<b>Daily Pass or Maximum Capped Fare</b>	<b>Monthly Pass or Maximum Capped Fare</b>	<b>Annual Pass</b>	<b>Single Ride Fare-Special Event</b>
<b>Person with a Disability Under ROH §15B-2.2 (Non-Hawaii Resident)</b>	\$1.25 with valid CPC ID	\$1.25 with programmed CPC	\$3 with programmed CPC	Not applicable	Not applicable	\$6.25
<b>Person with a Disability Under ROH §15B-2.2 (Hawaii Resident)</b>	\$1.25 with valid CPC ID	\$1.25 with programmed CPC	\$3 with programmed CPC	\$20 with programmed CPC	\$45 with programmed CPC	\$6.25
<b>Medicare Cardholders (Non-Hawaii Resident)</b>	\$1.25 with valid Medicare Card ID	\$1.25 with programmed CPC	\$3 with programmed CPC	Not applicable	Not applicable	\$6.25
<b>Medicare Cardholders (Hawaii Resident)</b>	\$1.25 with valid Medicare Card ID	\$1.25 with programmed CPC	\$3 with programmed CPC	\$20 with programmed CPC	\$45 with programmed CPC	\$6.25



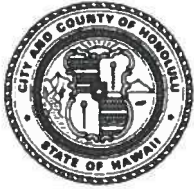
**HONOLULU CITY COUNCIL**  
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CITY AND COUNTY OF HONOLULU

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<b>[FARE STRUCTURE TABLE]</b>						
	<b>Cash</b>	<b>Fares Paid Using City Payment Card (CPC) Only</b>				<b>Special Event</b>
<b>Passenger Category</b>	<b>Single-Ride Fare</b>	<b>Single-Ride with 2.5-Hour Capped Fare with Free Transfers Between Bus, Rail, and Paratransit Systems</b>	<b>Daily Pass or Maximum Capped Fare</b>	<b>Monthly Pass or Maximum Capped Fare</b>	<b>Annual Pass</b>	<b>Single-Ride Fare-Special Event</b>
<b>Paratransit Eligibility ID Holders</b>	\$1.25 with valid paratransit ID	\$1.25 with programmed CPC	\$2 with programmed CPC	\$6 with programmed CPC	\$35 with programmed CPC	\$6.25
<b>Personal Care Attendant (PCA)</b>	\$0 when performing PCA service	Not applicable	Not applicable	Not applicable	Not applicable	\$6.25]



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	<u>FARE PAID IN CASH</u>	<u>FARE PAID USING CITY PAYMENT CARD (CPC) ONLY</u>			
<u>Passenger Category</u>	<u>Single Ride</u>	<u>2-Hour Pass</u>	<u>24-Hour Pass</u>	<u>Monthly Pass</u>	<u>Annual Pass</u>
<u>Fixed Route (TheBus and Skyline)</u>	<u>Cash Fare Only (No Transfer)</u>	<u>Capped Fare or Prepaid Pass</u>	<u>Capped Fare or Prepaid Pass</u>	<u>Capped Fare or Prepaid Pass</u>	<u>Prepaid Pass</u>
	<u>Bus Only</u>	<u>HOLO Card</u>	<u>HOLO Card</u>	<u>HOLO Card</u>	<u>HOLO Card</u>
<u>Adult</u>	<u>\$3.25</u>	<u>\$3.00</u>	<u>\$7.50</u>	<u>\$90.00</u>	<u>\$990.00</u>
<u>Youth</u>	<u>\$1.75</u>	<u>\$1.50</u>	<u>\$3.75</u>	<u>\$45.00</u>	<u>\$495.00</u>
<u>Reduced Fare <sup>1</sup></u>	<u>\$1.75</u>	<u>\$1.50</u>	<u>\$3.75</u>	<u>Hawaii Residents Only \$20.00 <sup>2</sup></u>	<u>Hawaii Residents Only \$50.00 <sup>2</sup></u>

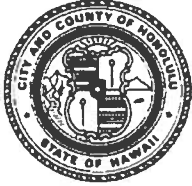
<sup>1</sup> Reduced fare open to Senior Citizens, Persons with a Disability under § 15B-2.2, Paratransit Eligibility ID Holders, and Individuals with Extremely Low Incomes as described under § 15B-2.10.

<sup>2</sup> Deeply discounted fares open only to Hawaii residents who are Senior Citizens, Persons with a Disability under § 15B-2.2, Paratransit Eligibility ID Holders, and Individuals with Extremely Low Incomes as described under § 15B-2.10."

SECTION 4. Section 15B-2.1, Revised Ordinances of Honolulu 2021 ("*Fare structure*"), is amended by amending subsection (l) to read as follows:

"(l) The department may establish special reduced term passes for periods of seven days or less at fares provided in this subsection rather than a fare established under subsection (b). Reduced term passes will be valid for riders of all ages. The three-day pass shall be sold at \$20, and the seven-day pass will be sold at [~~\$35~~] \$45. The three-day pass will be valid for 72 hours after the initial tap on a fare validator. The seven-day pass will be valid for 168 hours after the initial tap on a fare validator."

SECTION 5. Section 15B-2.1, Revised Ordinances of Honolulu 2021 ("*Fare Structure*"), is amended by adding new subsections (m) and (n) to read as follows:



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**A BILL FOR AN ORDINANCE**

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- "(m) The director may establish a special events single ride fare for special events such as concerts, athletic events, and other large community events where non-scheduled transit service is provided.
- "(n) The director may establish a special single ride fare for transportation to and from the Daniel K. Inouye International Airport."

SECTION 6. Section 15B-2.10, Revised Ordinances of Honolulu 2021, is amended to read as follows:

**"§15B-2.10 Transit fares for individuals with extremely low incomes.**

- (a) Individuals who have received an eligibility letter from the Social Security Administration for benefits under the Supplemental Security Income program are eligible for the reduced transit fare upon the presentation of the Supplemental Security Income eligibility letter to the department.
- (b) Individuals whose household incomes meet the United States Department of Housing and Urban Development guidelines for households with extremely low income within the city for the applicable household size, may also qualify for the reduced transit fare through application to the department of community services. The department of community services shall be responsible for the intake and processing of applications, determination of eligibility, and communication of an applicant's eligibility to the department.
- (c) The director of community services shall determine the eligibility of the individual for the reduced transit fare established under this section upon review and verification of an application to qualify for the fare. The application form must be prescribed and furnished by the director of community services. The director of community services may require proof of age, total household income, and household size, and proof may include but will not be limited to true copies of personal income tax returns, bank statements, or other financial records. The director of community services may require authorization from the household to enable the director of community services to fully verify household income. The director of community services shall determine whether an applicant qualifies for the reduced transit fare within 60 days of receipt of the completed application, and the decision of the director of community services will be final. The determination of eligibility will remain in effect for the period from the date of approval through the ending of the fiscal year on June 30.



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- (d) ~~[Eligible individuals may receive a city payment card programmed with fares as follows:~~

- ~~(1) A single ride fare of \$1.25;~~
- ~~(2) A daily maximum capped fare of \$3;~~
- ~~(3) A monthly maximum capped fare of \$20; and~~
- ~~(4) A prepaid fare of \$45.~~

~~The reduced fares specified in this subsection are not applicable for rides on the city paratransit system or for the special events service.] Eligible individuals may receive a city payment card programmed with reduced fares as specified in §15B-2.1. The eligible individual must use the programmed city payment card to pay the reduced fare for rides on the city bus and city rail systems; provided that, the reduced fare is not applicable when fares for special event services are charged or for rides on the city paratransit system.~~

- (e) The department of community services may adopt rules in accordance with HRS Chapter 91 to implement this section.

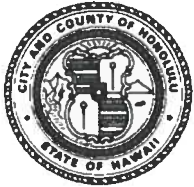
- ~~[(f) Availability of this program is limited to a city subsidy of \$1,500,000 per fiscal year, unless additional appropriations of general funds or noncity funds are approved.]"~~

SECTION 7. Section 15B-4.5, Revised Ordinances of Honolulu 2021 ("*Fare*"), is amended by amending subsection (b) to read as follows:

"(b) *Single fare.*

- (1) Any person issued a paratransit eligibility identification card under §15B-4.3 and any person accompanying the ADA paratransit eligible individual shall pay a fare of ~~[\$2.25]~~ \$2.50 per person per one-way passenger trip either in cash, by coupon, or by city payment card programmed for the paratransit fare, except as provided in § 15B-2.6. Revenues from the fare will be deposited into the transportation fund.

*(rest of unamended subdivisions of subsection (b))"*



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SECTION 8. Ordinance material to be repealed is bracketed and stricken. New material is underscored. When revising, compiling, or printing this ordinance for inclusion in the Revised Ordinances of Honolulu, the Revisor of Ordinances need not include the brackets, the material that has been bracketed and stricken, or the underscoring.



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**A BILL FOR AN ORDINANCE**

SECTION 9. This ordinance takes effect on January 1, 2026.

INTRODUCED BY:

Tony Walter (br)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DATE OF INTRODUCTION:

JUL 22 2025  
Honolulu, Hawai'i

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

\_\_\_\_\_  
Deputy Corporation Counsel

APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_.

\_\_\_\_\_  
RICK BLANGIARDI, Mayor  
City and County of Honolulu



**Report Title:**

Chapter 15B, Article 2, Revised Ordinances of Honolulu 2021; Public Transit Fares; Islandwide Fare Structure; Fixed Route Transit Fares; Deeply Discounted Fares for Eligible Hawaii Residents; TheHandi-Van, TheBus, Skyline; HOLO Card; Department of Transportation Services ("DTS"); Oahu Transit Services, Inc. ("OTS").

**Description:**

Amends certain provisions of Chapter 15B, Revised Ordinances of Honolulu 2021 ("ROH"), related to the fare structure for Oahu's Multimodal Municipal Transportation System. Authorizes the DTS Director to establish special single ride fares for: (a) special events such as concerts, conventions, sports or athletic competitions, and other large community events where non-scheduled transit service is provided; and (b) transportation to and from the Daniel K. Inouye International Airport. Increases prices charged for certain passenger categories as shown in the amended fare table in Section 15B-2.1(b), ROH. Establishes a \$0.25 cash premium above the HOLO card single ride fare to incentivize the use of the HOLO card. Establishes one reduced fare price for Senior Citizens, Persons with a Disability under § 15B-2.2, Paratransit Eligibility ID Holders, and Individuals with Extremely Low Incomes as described under §15B-2.10. Restricts eligibility for deeply discounted fares only to Hawaii residents. Takes effect on January 1, 2026.

*The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.*



**Office of the City Auditor**



**City and County of  
Honolulu  
State of Hawai`i**

**Report to the Mayor  
and the  
City Council of Honolulu**

# **Audit of the Skyline Operations**

**Report No. 25-02 (Revised)**  
February 2025

---

# Chapter 3

## Accessibility and Safety Concerns Surrounding Skyline Stations

---

Skyline stations provide accessible rail cars that meet design standards; however, the surrounding areas present significant safety and usability concerns that undermine the accessibility goals of the Americans with Disabilities Act (ADA) and local pedestrian access guidelines. Furthermore, DTS is responsible for the multimodal movement of people and goods on roadways which includes riders getting to and from surrounding areas including bus stops, pickup areas, and crosswalks. Observations conducted at Skyline stations revealed a variety of hazards, including trip hazards, poor sanitation, and insufficient infrastructure for individuals with disabilities. These issues not only pose safety risks but also increase potential liabilities for the city. To ensure equitable and safe transit access, the department should address the gaps in compliance and infrastructure surrounding these stations.

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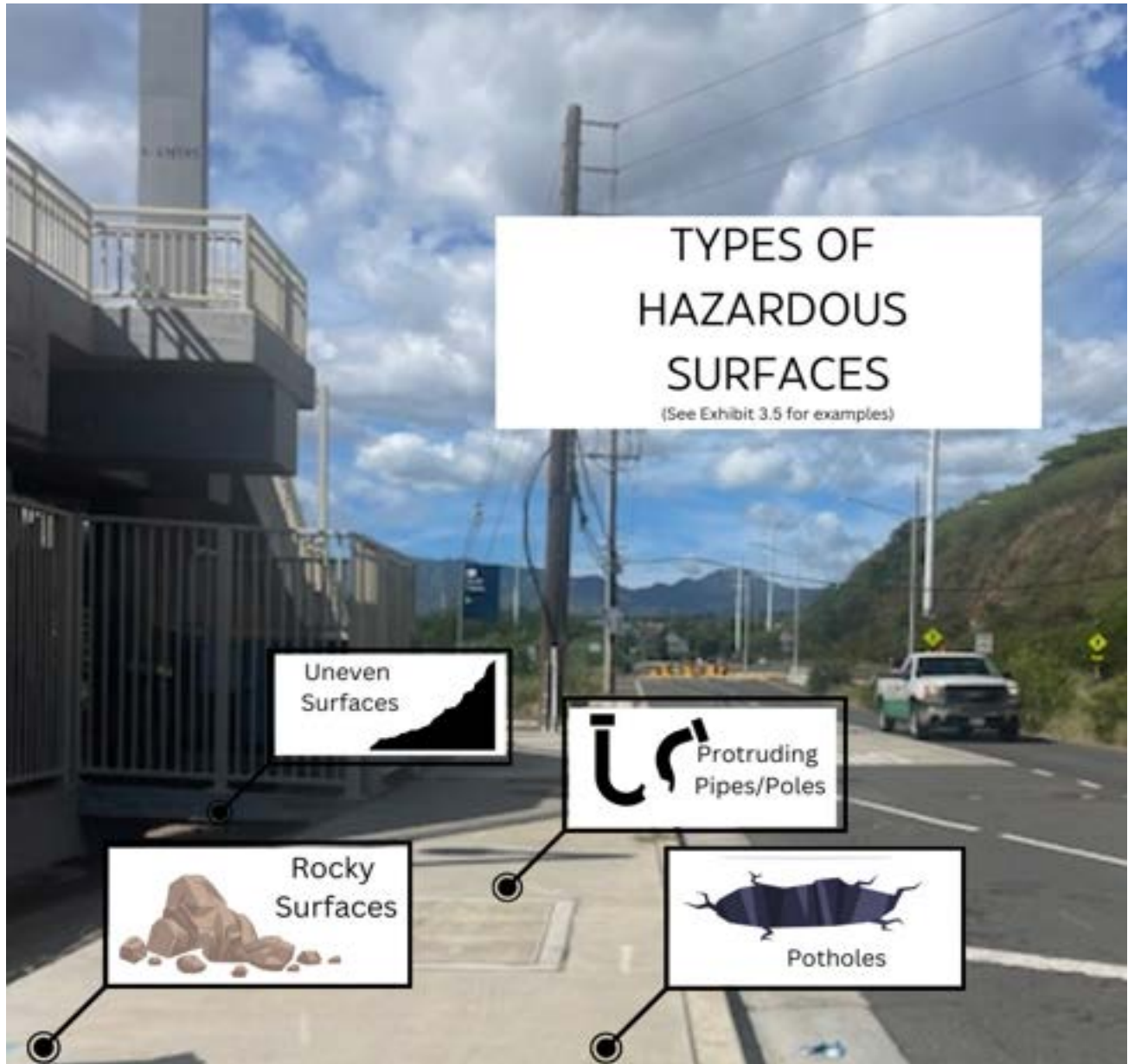
### Accessibility Challenges Around Skyline Stations

The areas surrounding Skyline stations exhibit several physical and sanitary hazards that endanger pedestrians and undermine accessibility. Trip hazards such as potholes, broken pipes, and uneven walkways were observed at five of the nine stations evaluated. These obstructions could potentially violate ADA standards, which mandate smooth, firm, and stable surfaces for individuals with mobility impairments. In addition to structural issues, sanitation concerns were also prevalent.

Skyline stations are required to be accessible to and usable by persons with disabilities. Federal and state laws require the rail stations to comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

The Americans with Disabilities Act (ADA) of 1990 (P.L. 101-336) prohibits discrimination against qualified individuals with disabilities in transportation services offered by public entities under Title II of the ADA and private entities under Title III of the ADA. This prohibition applies regardless of whether an entity receives Federal funding and it extends to “fixed-route” and “demand-responsive” transportation service. The ADA sets forth general requirements for transportation providers.

### Exhibit 3.1 Types of Hazardous Surfaces



Sources: Office of the City Auditor and ADA Guidelines

Honolulu rail stations are required to be accessible to and usable by persons with disabilities by the ADAAG.

The table below evaluates each station's compliance with ADA guidelines.

**Exhibit 3.2**  
**ADA Guideline Checklist for Skyline Stations**

	Kualaka'i	Keone'ae	Honouliuli	Hō'ae'ae	Pouhala	Hālaulani	Waiawa	Kalauao	Hālawā
Accessible parking	n/a	✓	✓	✓	n/a	n/a	n/a	n/a	✓
Passenger Loading Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bus Stop	✓	✓	n/a	✓	✓	✓	✓	✓	✓
Entrance	✓	✓	✓	✓	✓	✓	✓	✓	✓
Emergency Exit	✓	✓	✓	✓	✓	✓	✓	✓	✓
Accessible Routes	✓	✓	✓	✓	✓	✓	✓	✓	✓
Elevator	✓	✓	✓	✓	✓	✓	✓	✓	✓
Drinking Fountain	none	none	none	none	none	✓	none	✓	none
Toilet Room	Not allowed access	Not allowed access	No attendant	No attendant	No attendant	Not allowed access	No attendant	No attendant	No attendant
Automated Fare Vending System	✓	✓	✓	✓	✓	✓	✓	✓	✓
Signage	✓	✓	✓	✓	✓	✓	✓	✓	✓
Boarding Platform	✓	✓	✓	✓	✓	✓	✓	✓	✓
Public Address System	✓	✓	✓	✓	✓	✓	✓	✓	✓

Source: ADA and Office of the City Auditor

A detailed table can be found in Appendix C. Although we found that areas immediately surrounding the rail stations are problematic, the Skyline stations generally complied with ADA guidelines. According to DTS management, toilet rooms are available for use if a rider asks the station attendant. However, while conducting fieldwork at three stations, we asked the attendant for access to the toilet room but was told that it was not available. Furthermore, one attendant at a station stated that no restrooms were available for use at any of the Skyline stations. As a result, we were unable to evaluate ADA accessibility for toilet rooms at each station.

In addition, Skyline stations were designed with the following ADA accommodations:

- Concourse level that provides convenient access to boarding platforms and allows safe crossing over the streets below
- Braille signage with tactile raised letters in large-print
- Audio announcements
- Texture changes and tactile platform edges at gate openings
- Directional and informational signage
- Universal symbols and signs with text labels

### Exhibit 3.3

#### ADA Signage and Accommodations at Skyline Stations and Railcars



Emergency pillar at rail platform with braille



Signage at station gates with braille



Priority seat signage for elderly & disabled



Signage at gates with tactile warning strips on ground

Source: Office of the City Auditor

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## **Walking Hazards, Graffiti, and other Barriers Compromise Safety and Rider Experience**

We found that 5 of 9 rail stations we reviewed featured trip hazards and potholes or graffiti. State guidelines on pedestrian access to transit stations and other federal agencies state that facilities should be free from such barriers. DTS has not addressed mitigating these barriers and has not sufficiently engaged the disabled community to identify public barriers. As a result, public safety is diminished and the city's liability risk is increased.

In addition to ADA requirements, the State of Hawai'i's guidelines on Pedestrian Access to Transit provides a summary of current best practices and design guidelines related to enhancing pedestrian access to transit. As a best practice, facilities within the right-of-way, such as sidewalks and pedestrian push buttons, should comply with the proposed Public Rights-of-Way Guidelines (PROWAG).

During observations, human feces were documented near a bus stop at one station, creating serious public health risks. Furthermore, graffiti was observed at three stations, contributing to an environment that feels unsafe and uninviting for users.

We conducted walkthroughs of all nine Skyline stations currently in operation. During our walkthroughs, we evaluated the surrounding areas (100 yards around the perimeter) of each station for trip hazards, graffiti, and vagrancy. We took photos to document potential violations and took note of any other issues we encountered. Exhibit 3.4 below summarizes our observations.



### Exhibit 3.4

#### Skyline Station Surrounding Area Assessment

	Kualaka`i	Keone'ae	Honouliuli	Hō`ae`ae	Pouhala	Hālaulani	Waiawa	Kalauao	Hālawā
Are walkways surrounding rail station even, free from trip hazards and potholes?	Yes	Yes	Yes	No	No	Yes	No	No	No
Are there vagrants or homeless individuals surrounding rail station?	No	No	No	No	No	No	No	No	No
Is there graffiti surrounding the rail station?	No	No	No	Yes	No	No	No	Yes	Yes

Source: Office of the City Auditor

At 5 of the 9 stations, we observed walkway hazards. The following table of photos documents these observations.

**Exhibit 3.5**

**OCA Observation of Surrounding Areas of Skyline Stations: Walkway Hazards**



Uneven surface levels sidewalk  
(Hō'ae'ae, West Loch)



Broken pipes outside of station  
(Hō'ae'ae, West Loch)



Uneven surface level on sidewalk  
(Pouhala, Waipahu Transit Center)



Uneven surface level on sidewalk & broken pole  
(Pouhala, Waipahu Transit Center)



Pothole and loose gravel on sidewalk outside station  
(Kalauao Station)



Uneven cracked sidewalk (Kalauao Station)

We did not observe any vagrancy or homelessness surrounding the stations on the day of our observation. However, we did observe human feces near one of the bus stops connected to the Skyline station.

**Exhibit 3.6**  
**Feces Near Bus Stop and Skyline Station**



Human Feces on sidewalk under station (Hō'ae'ae, West Loch)  
Source: Office of the City Auditor

Because safety is a top priority for Skyline, the department should address these hazards. The failure to address sidewalk hazards including potholes, broken pipes, and unsanitary conditions could have consequences for the city including legal liability, fines and penalties, and insurance claims. These hazards could violate a combination of ADA regulations, pedestrian safety codes, and right-of-way maintenance standards, all of which are aimed at ensuring the safety, accessibility, and usability of public spaces for everyone. To avoid any potential risks to the city should make improvements to areas around the stations and bus stops.

According to DTS, the department is only responsible for design, maintenance, and amenities for Skyline rail stations. Responsibility for areas surrounding the rail stations are under other city and state jurisdictions. While we acknowledge DTS' direct responsibility over rail stations, nevertheless, the department touts its multi-modal transportation system that requires riders to seamlessly, and safely, transfer between rail stations, bus stops, paratransit locations, and parking structures.

***Lack of stakeholder engagement***

A critical factor contributing to these deficiencies is the lack of ongoing input from the disability and mobility-impaired community. While stakeholders were consulted during Skyline’s planning phase, advocacy groups have not been engaged for over two years. This absence of participation has limited opportunities to identify and address accessibility barriers during the post-design and construction phases. Without consistent stakeholder input, the city risks overlooking key considerations that would ensure the usability and safety of the station environments.

We interviewed representatives from two disability advocacy groups in Honolulu, Citizens for a Fair ADA Ride (CFADAR) and the Hawai’i Disability Rights Center, and found that the city did not include their participation or input for over two years. One group has not been able to participate or give input on behalf of the disability community since 2020. The other group has not been able to participate or give input since the planning phase of Skyline. Input from the disabled mobility-impaired community is important to ensure that public transportation is accessible, safe, and equitable for all users. It not only helps to identify and eliminate barriers, enhances safety, fosters inclusivity, and ensures compliance with legal standards, it also created an opportunity to include innovation and build trust with a key user group. Skyline should uphold a standard to provide transportation services that benefits everyone, regardless of their abilities.

***Disparities between station design and surrounding areas***

While the station interiors include essential ADA features—such as tactile Braille signage, audio announcements, and tactile platform edges—these accommodations are not extended to the surrounding areas. Sidewalks and pathways leading to the stations are often hazardous and non-compliant with ADA guidelines, creating accessibility gaps. This disparity between the accessible station design and unsafe surrounding infrastructure creates obstacles for users, particularly individuals with mobility impairments.

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***As Constructed, the Pearl Highland Waiawa Station Poses Pedestrian Risks***

We interviewed disability advocacy groups to identify any risk areas of accessibility using Skyline. One of the groups we interviewed, CFADAR, partnered with a mobility travel group who took a group of visually impaired individuals to ride Skyline. The group experienced difficulties navigating around the Waiawa Station and documented their experience. The group also identified suggested improvements for the issues encountered, as shown and stated below:



### Exhibit 3.7

#### Photos and Description of Issue Areas around Waiawa Pearl Highlands Station

Issue Areas around Waiawa Station	Description of Experience & Proposed Solution
	<p><i>On the way from the station toward Pearl Highlands Center, the walkway was not clear, even to the tactile warning strip at the ramp; we did have one member of our group fall at this point.</i></p>
	<p><i>There were shopping carts blocking the sidewalk as there was no other location move them to be out of the way.</i></p>
	<p><i>After the ramp, the pedestrian is supposed to locate a left turn to the raised crosswalk; there is no tactile indication to do so; this could easily lead a pedestrian who is blind or low vision to assume they should just continue straight and they would entirely miss the crossing and wind up in an area where pedestrians are not intended to travel.</i></p> <p><i>Tactile direction indicators (e.g. directional tiles) would be helpful here.</i></p>



Issue Areas around Waiawa Station	Description of Experience & Proposed Solution
	<p>Some may use auditory messages at the pole, but an individual who is deaf and/or blind would have no access to the purely auditory information. A combination would be ideal, but the tactile does address both needs.</p> <p>After making the first crossing after the station, pedestrians are expected to discern that a right hand turn is needed and to travel along a painted walkway.</p> <p>A channelized area with boundaries on each side would be helpful.</p>
	<p>This is another perspective showing the first crossing (toward the middle left side of the photo, then the center segment with the white striped area on one side of the pedestrian walking area, then the crossing of the roadway of Kamehameha Highway).</p>
	<p>Just to give a broader perspective at this point, here is a Google Maps screenshot showing the zig-zag path that pedestrians must walk to get to the commercial center immediately across from the station.</p>

Issue Areas around Waiawa Station	Description of Experience & Proposed Solution
	<p>Once they have reached Kuala Street, they still have two more crossings to make in order to reach the side of the block where Pearl Highlands Center is located.</p> <p>The safest option seems to be a pedestrian bridge, which was reported to be an initial part of the development plan but was removed from the plan, presumably due to costs; hoping that one will be built for greater safety for pedestrians. A permanent tactile map of the walking route would most certainly be helpful for the present time, along with accessible pedestrian signals (with auditory and vibro-tactile information) that include locator tones to aid the pedestrian who is accessing the information with low vision or non-visually.</p>
	<p>One observed challenge was that those working at the station indicated that those who needed assistance could simply push the information buttons for assistance. These two boxes are very similar to a person who is blind; the emergency box could easily be mistaken for the information box.</p> <p>A document that is prepared with information about the station that could be distributed to consumer groups (e.g. local chapters of American Council of the Blind, National Federation of the Blind, etc.), organizations serving those who are blind and low vision (e.g. Guide Dogs of Hawai'i), and government agencies working with individuals who are blind and low vision (e.g. Ho'opono Services for the Blind, Department of Human Services (DHS) Division of Vocational Rehabilitation (DVR)) would be helpful. The document could explain the features of the station, where to find them, their intended use, etc.</p>

Source: Sensory Travel

On August 2, 2023, the O’ahu Metropolitan Planning Organization Citizens Advisory Committee passed and adopted a resolution urging the Honolulu Authority for Rapid Transportation, the State Department of Transportation, and the City and County of Honolulu Department of Transportation Services to prioritize and expedite the installation of comprehensive pedestrian infrastructure at the Waiawa Pearl Highlands station at Kamehameha Highway, including a fully protected pedestrian crossing, in an effort to:

- Prevent pedestrian fatalities and serious injuries
- Address community concerns for the safety of all, including the blind and/or disabled
- Encourage use of public transit by addressing the needs of pedestrians frequenting the rail station

During our own observation, we observed the following at the Pearl Highland Waiawa Station.

**Exhibit 3.8**  
**OCA Observation of Waiawa Pearl Highlands Station**



Source: Office of the City Auditor

As of March 2024, the city was awarded \$19 million to build the Pearl Highland Waiawa Station Pedestrian Bridge. The project was not listed in Honolulu’s Capital Improvement Program Budget for FY 2025. The city should urgently complete the bridge and walkway improvements to ensure that Skyline riders at the station are safe and to decrease the risks of any pedestrian accidents occurring around the station involving Skyline riders who are going to and from surrounding areas.



According to DTS, regular work performed by DTS includes cleaning and clearing of paths, vegetation, and landscape, and fixing and improving paths including stairways, walkways, and ramps. While Skyline stations generally include design features to accommodate individuals with disabilities, the surrounding areas fall short of providing safe and accessible transit environments. We encourage DTS to ameliorate their routine work and coordinate with the necessary agencies to ensure the safe multimodal movement of people throughout their multimodal network. Addressing these challenges requires a combination of infrastructure improvements, consistent stakeholder engagement, and adherence to compliance standards. Proactive measures will enhance the safety, equity, and usability of the Skyline system, fulfilling the city's commitment to accessible public transit for all.

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## Recommendations

DTS should:

1. Prioritize repairs to sidewalks, potholes, and pipes, and implement regular maintenance to address hazards and ensure ADA compliance.
2. Reestablish regular consultations with disability advocacy groups to ensure improvements meet mobility needs and enhance transit safety.
3. Periodically evaluate station surroundings for ADA and Hawai'i accessibility guidelines, using metrics to identify and address issues.
4. Expedite construction of the Pearl Highland Waiawa Station pedestrian bridge to eliminate critical accessibility barriers.

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# Chapter 5

## Conclusion and Recommendations

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### Conclusion

In the first six months of operation, Skyline achieved a 99.2 percent reliability rate. Despite this achievement, ridership has fallen short of expectations. Several factors, including limited service area coverage, inadequate operating hours, and insufficient integration with other transportation modes, attributed to a 44 percent decline in ridership from July 2023 to December 2023. Solo drivers have disproportionately shorter travel times than public transportation commuters. In our review of peer transit systems, Skyline's social media campaigns have been less effective. As a result, Skyline missed opportunities for collaboration with local events and businesses. In our survey of 100 Skyline riders, we found that although the system received positive overall feedback, concerns regarding the need for extended operating hours, limited payment options, and insufficient station amenities persists. As the system expands and more stations are brought online, these challenges highlight the need for strategic changes to improve ridership and enhance the system's overall performance.

While Skyline stations meet and exceed ADA guidelines and requirements, surrounding areas present significant concerns for safety and usability. We observed a variety of impediments including trip hazards, poor sanitation, and insufficient infrastructure for disabled individuals. The department's responsibilities are not limited to compliance on railcars and in stations, but also include the seamless multimodal movement of people and goods of surrounding areas including bus stops, pickup areas, and crosswalks. The hazards we identified in this report pose safety risks and increase potential liabilities for the city. Addressing the gaps in compliance and infrastructure is crucial to ensure equitable and safe transit access.

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on national origin, including limited English proficiency, in any federally funded program. The department is obligated to ensure equitable access for all individuals, but falls short in providing comprehensive multi-language resources. Unlike TheBus and TheHandi-van, DTS did not include multi-language information on Skyline when changes were made to existing bus routes, which were used significantly by limited English proficiency individuals. As a result of not having multi-language information and resources, barriers to riding Skyline increased and those individuals may have difficulty utilizing Skyline.

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## Recommendations

DTS should:

1. Offer service amenities similar to other jurisdictions and best practices to increase ridership and public satisfaction.
2. Collaborate with events that can utilize Skyline and the city's multimodal system, and coordinate with those already promoting Skyline to enhance public awareness through shared communication channels.
3. Offer other methods of payment including payments via mobile phone or HOLO card app to address gaps in supply and demand of physical cards and increase rider experience.
4. Expand social media efforts to target core and untapped demographics through tailored campaigns across various platforms to increase engagement.
5. Conduct regular surveys to understand community needs, improve service equity, and demonstrate the value of public input.
6. Develop and implement a system that meaningful access to persons that have Limited English Proficiency on Skyline including but not limited to:
  - Multi-language signage at stations and on trains
  - Multi-language accessibility on Skyline's webpages
  - Multi-language resources for Skyline and intermodal connectivity with TheBus and TheHandi-van
7. Prioritize repairs to sidewalks, potholes, and pipes, and implement regular maintenance to address hazards and ensure ADA compliance.
8. Reestablish regular consultations with disability advocacy groups to ensure improvements meet mobility needs and enhance transit safety.
9. Periodically evaluate station surroundings for ADA and Hawai'i accessibility guidelines, using metrics to identify and address issues.
10. Expedite construction of the Pearl Highland Waiawa Station pedestrian bridge to eliminate critical accessibility barriers.

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## Management Response

The Department of Transportation (DTS) provided a written response to a draft of this audit report. In their letter, DTS provided general comments in response to the findings and recommendations. We are including the following response to two of the department's comments.

The department disagrees with our methodology that includes ridership from its four fare-free days in July 2023 when calculating ridership, stating that it is fundamentally different and cannot be meaningfully compared with ridership from December 2023. The department does not consider the 44 percent ridership decrease as a credible metric. We acknowledge the four fare-free days and notate it in the report accordingly. However, we maintain the inclusion of the four-fare free days in our ridership review is appropriate because our audit period was from July 2023 to December 2023 and withholding the four fare-free days from our review would not provide a complete and accurate picture. Furthermore, we acknowledge that the fare-free days were effective in increasing community interest and ridership, measures that we recommend the department continue to pursue in order to meet its operational goals.

The department disagrees that the site conditions depicted in the audit's accessibility finding are under DTS control or management. The department explains that they do not have control over all the surrounding areas around Skyline stations, but to the extent possible they strive to comply, meet, and exceed ADA standards and guidelines. While we understand that surrounding area jurisdiction may be in question, we stand by our finding as DTS is responsible for the multimodal movement of people and goods on roadways which includes riders getting to and from key access areas including bus stops, pickup areas, and crosswalks. The department should coordinate with other agencies, including the State, to ensure that Skyline and its stations, including surrounding areas, are fully accessible for all riders.

We also made technical, non-substantive amendments to the report for purposes of accuracy, clarity, and style. A copy of management's full response can be found on page 72.

DEPARTMENT OF TRANSPORTATION SERVICES  
KA 'ŌIHANA LAWELAWE 'ŌHUA  
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MAYOR  
MEIA



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DIRECTOR  
POD

JON Y. NOUCHE  
DEPUTY DIRECTOR  
HOPE POD

February 21, 2025

Troy Shimasaki, Acting City Auditor  
Office of the City Auditor  
1001 Kamokila Boulevard, Suite 216  
Kapolei, Hawaii 96707

Dear Mr. Shimasaki:

SUBJECT: Management Response to the Draft Report Audit of  
the Skyline Operations, Report No. 25-02, February  
2025

On behalf of the Department of Transportation Services (DTS), I would like to thank you for the opportunity to provide departmental comments on the Audit of Skyline Operations, Report 25-02, from February 2025. DTS reviewed this draft, and provide the following general comments in response to the report:

1. Ridership

The report notes on pages 15, 17, 28, and 29 a decrease in ridership of 77 percent when comparing monthly ridership reports from the first month of the study (July 2023) to the last month of the study (December 2023). System opening, commencing with four days of free fares across Honolulu's transit system including Skyline, TheBus, and Handi-Van, was purposefully designed to attract first-time riders and successfully brought 62,789 riders to Skyline. DTS was pleased to welcome all passengers aboard Skyline on these high-ridership days to not only celebrate the opening of our rail system, but also to expose residents to Skyline. As such, we anticipated huge community interest in our opening of Skyline through four fare-free days and the result was as expected.

However, comparing ridership during the four fare-free days in July 2023 with ridership in December 2023 is an "apples to oranges" metric, meaning a comparison between two things that are fundamentally different and cannot be meaningfully compared directly. O'ahu residents continued to experience Skyline for the first time throughout the summer of 2023. DTS, recognizing the scope of your study was only for the first six months of operations between July and December of 2023, notes an 18 percent year-over-year increase in ridership when comparing December of 2023 to December of 2024: 85,460 passengers in December of 2023 compared to 100,924 in December of 2024. This metric is far more indicative of the system's current performance excluding special fare-free service days. Simply put, the 77 percent ridership decrease in the audit is not a credible metric when including the fare-free component designed to stimulate initial public interest in the new Skyline system.

Troy Shimasaki, Acting City Auditor  
 February 21, 2025  
 Page 2

2. Service Span

On page 15 of the report, "limited service hours" is attributed to the report's suggested ridership decline and identifies a "need for extended operating hours." DTS agrees that increasing service span on Skyline will result in increased ridership and DTS has plans to extend service span from 4:00 am to 10:30 pm daily upon the opening of the second Skyline segment to Kalihi in 2025. The current scheduled closing time of Skyline at 7:00 pm daily is based on existing and historical data informed by our TheBus ridership. DTS analyzed data from TheBus parallel operating corridors between Kapolei and Hālawā and determined a significant drop in ridership density following the 7:00 pm hour on all services. Therefore, the current scheduled end time of Skyline at 7:00 pm is a proactive economic decision to utilize transit funding in the most efficient way possible. It is also a fiscally responsible position in the best interest of all taxpayers. After 7:00 pm, the corridor paralleling Skyline is still served by major TheBus Routes 32, 40, 42, 51, and 53; adding extra Skyline service to this existing bus corridor would increase costs extensively with little increase in growing potential ridership.

3. Service Quality

DTS appreciates the recognition of Skyline's 99.2 percent operational performance rating on page 15, and notes that Skyline performed to a higher standard and achieved a higher success rate than any of the eight (8) peer rail systems identified in the audit.

4. Skyline Compared to Industry Peers

In Exhibit 2.5, *National Comparison of Rail Transit System Features* on page 22, DTS notes that Skyline does provide access to key destinations including two University of Hawai'i campuses at West O'ahu and Leeward Community College as well as regional retail destinations such as Pearlridge Center. DTS questions whether the report's inclusion of specific key destinations specifically related to the "airport, Waikīkī, UH Mānoa, and downtown Honolulu" should be included in this report and audit of operations. The available guideway and destinations of the system are functions of planning, policy, construction timelines, and budget rather than tied to DTS operations and oversight of the system. To note, Skyline's second segment will serve key destinations such as Joint Base Pearl Harbor-Hickam and the Daniel K. Inouye International Airport, but this currently planned future segment should not be construed as a fault against DTS' operations: it is simply not constructed and commissioned at this time, and is not available to DTS as part of our current operations and maintenance purview.

5. Marketing and Promotions

On page 26, DTS appreciates the acknowledgment that DTS promoted eight community events with Skyline access to introduce riders to the system. To the extent possible, we will encourage Skyline use for as many events, as appropriate, along the alignment. For some of the events held, we were unable to provide an adequate service span during the audit period to make the system usable for specific events. With our second opening, we will be able to accommodate much later trips beyond the current 7:00 pm closure of Skyline. We welcome the opportunity to meet with the audit team to learn how we can avoid future "missed opportunities to increase ridership and up to \$28,131 in additional revenue."

Troy Shimasaki, Acting City Auditor  
February 21, 2025  
Page 3

6. Social Media

DTS acknowledges our social media presence is smaller than peers documented in this report on page 33. We will strive to increase social media following with promoted content, creative media, and thoughtful and insightful posts. We note that we are a Department of Transportation Services, as part of a City administration. Our rail peers operate their social media as a focused platform specifically for the mode of rail. DTS will investigate the impact of having alternate social media accounts for our transportation modes. Additionally, all of the metropolitan areas are more populated and have older, well-established rail services as their follower base. We anticipate growing our social media presence to a comparable level following our first six months of Skyline operations.

7. Accessibility

DTS provides clarification that we do not have site control over all the "surrounding areas" around Skyline stations, but, to the extent possible, strive to comply, meet, and exceed ADA standards and guidelines on and around all of our transit services. On page 39 in Exhibit 3.1, *Types of Hazardous Surfaces*, DTS notes that the labels on the photos do not, for the most part, depict actual hazards. There are no "rocky surfaces," "protruding pipes/poles," or "potholes" in the pictures as labeled. The "uneven surface" indicated is also not part of the walking path, which appears to be broad, smooth, and accessible. On page 45, in Exhibit 3.5, *OCA Observation of Surrounding Areas of Skyline Stations: Walkway Hazards*, none of the site conditions depicted are under DTS control or management. Many are on State rights-of-way; additionally, the "Uneven cracked sidewalk" is erroneously attributed to Kaiaua Pearlridge Station instead of the Hālawā Aloha Stadium Station.

8. Recommendations

DTS will review all recommendations provided in this report from the Office of the City Auditor and strive towards implementation and improvement of our Skyline operations.

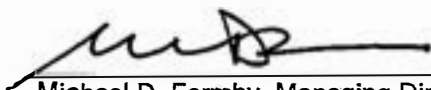
DTS appreciates and respects the City Auditor's collaborative approach throughout this audit process. Mahalo nui for providing your insights and this opportunity to respond to this Report. If you have any questions, please do not hesitate to call me at (808) 768-8303.

Very truly yours,



J. Roger Morton  
Director Designate

APPROVED:



Michael D. Formby, Managing Director Designate  
Office of the Managing Director



Collection Clearance Officer, at email: [arlette.mussington@dot.gov](mailto:arlette.mussington@dot.gov) or telephone: (571) 609-1285 or Ms. Joanne Swafford, Information Collection Clearance Officer, at email: [joanne.swafford@dot.gov](mailto: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 March 10, 2025, 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 90 FR 11644. FRA has received no comment related to the proposed collection of information.

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)-(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.

Please note this ICR is a reinstatement request, because the expected date to publish the 30-day notice in the **Federal Register** will occur after the prior ICR approval has expired.

Comments are invited on this 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:* Railroad Locomotive Safety Standards and Event Recorders.

*OMB Control Number:* 2130-0004.

*Abstract:* This notice includes revisions to a currently approved ICR for the Railroad Locomotive Safety Standards (LSS), and revisions to existing OMB Form FRA F 6180.49A, Locomotive Inspection and Repair Record. The LSS (49 CFR part 229) require locomotives and their appurtenances to be in proper condition and safe to operate in the service to which they are put and include specific inspection, repair, and maintenance requirements. Locomotive inspection, repair, and maintenance records are used to help ensure locomotives are safe to operate. Form FRA F 6180.49A is the main record used to collect required information from inspection, maintenance, and testing of each locomotive. The LSS also require collection of event recorder data. The data gathered from locomotive event recorders is used by the railroad industry to improve train handling and promote the safe and efficient operation of trains throughout the country. Locomotive event recorders also provide FRA and State railroad safety inspectors with verified data elements for use in their oversight responsibilities that show how trains are operated from lead locomotives.

*Type of Request:* Revision of a currently approved collection.

*Affected Public:* Railroads.

*Form(s):* FRA F 6180.49A.

*Respondent Universe:* 745 railroads.

*Frequency of Submission:* On occasion.

*Total Estimated Annual Responses:* 8,913,163.<sup>1</sup>

*Total Estimated Annual Burden:* 245,200 hours.

*Total Estimated Annual Burden Hour Dollar Cost Equivalent:* \$21,109,300.

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. 2025-08794 Filed 5-15-25; 8:45 am]

**BILLING CODE 4910-06-P**

<sup>1</sup> FRA has corrected the number of responses published in the Abstract of the 60-day notice. The published 60-day notice (90 FR 11644) currently reflects the Total Estimated Annual Responses as 8,913,163. In this 30-day notice, FRA has made the adjustment in the Abstract to show the correct Total Estimated Annual Responses as 8,913,163.

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2025-0021]

#### Agency Information Collection Activities; Notice and Request for Comment; Drivers' Use of Camera-Based Rear Visibility Systems Versus Traditional Mirrors

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

**ACTION:** Notice and request for comments on revision of a currently approved collection of information.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for an extension of a currently approved 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 a revision to an OMB-approved collection titled "Drivers' Use of Camera-Based Rear Visibility Systems Versus Traditional Mirrors" identified by OMB Control Number 2127-0756. The collection is currently approved through July 31, 2025, and supports research addressing safety-related aspects of drivers' use of camera-based rear visibility systems designed to replace or supplement vehicle rearview mirrors. This collection is necessary to inform next steps on an advance notice of proposed rulemaking (ANPRM) NHTSA published in response to two petitions requesting revision of FMVSS No. 111 to permit such camera-based systems as an alternative compliance option for certain current requirements specifying rearview mirrors. This revision includes changes in respondents and thus a change in burden hours and requests an extension to continue data collection.

**DATES:** Comments must be received on or before July 15, 2025.

**ADDRESSES:** You may submit comments identified by the docket number in the heading of this document or by any of the following methods:



• *Federal eRulemaking Portal*: Go to <https://www.regulations.gov>. Follow the instructions for submitting comments on the electronic docket site by clicking on "Help" or "FAQ".

• *Fax*: 202-493-2251.

• *Mail or Hand Delivery*: Docket Management, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12-140, 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*: Each submission must include the Agency name and the Docket number for this Notice. Note that all comments received will be posted without change to [www.regulations.gov](http://www.regulations.gov), including any personal information provided. Please see the Privacy 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.dot.gov/privacy.html>.

*Docket*: For access to the docket to read comments received, go to <https://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets.

**FOR FURTHER INFORMATION CONTACT**: Elizabeth Mazzae, Applied Crash Avoidance Research Division, Vehicle Research and Test Center, NHTSA, 10820 State Route 347—Bldg. 60, East Liberty, Ohio 43319; Telephone (937) 666-4511; Facsimile: (937) 666-3590; email address: [elizabeth.mazzae@dot.gov](mailto:elizabeth.mazzae@dot.gov).

**SUPPLEMENTARY INFORMATION**: Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520), 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: (i) 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; (ii) 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; (iii) how to enhance the quality, utility, and clarity of the information to be collected; (iv) 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:

*Title*: Drivers' Use of Camera-Based Rear Visibility Systems Versus Traditional Mirrors.

*OMB Control Number*: 2127-0756.

*Form Numbers*: NHTSA forms 1553, 1554, 2044, 1556, 1557, 1558.

*Type of Request*: Revision of a currently approved information collection.

*Type of Review Requested*: Regular.

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

*Summary of the Collection of Information*: This information collection is a revision of a currently approved information collection, OMB Control Number 2127-0756, "Drivers' Use of Camera-Based Rear Visibility Systems Versus Traditional Mirrors." NHTSA is conducting research as part of a multiyear effort to gather information to aid in determining whether camera-based rear visibility systems can provide the same level of safety as the rearview mirrors currently required under FMVSS No. 111, Rear Visibility. NHTSA published an ANPRM (RIN 2127-AM02) responding to two petitions received from vehicle manufacturers seeking permission to install camera-based rear visibility systems (sometimes referred to as camera monitor systems, CMS), instead of outside rearview mirrors, on both light vehicles and heavy trucks. In the ANPRM, NHTSA outlined a list of issues and related questions "on which the agency requests additional information to adequately evaluate the safety of permitting CMS as an alternative compliance option to rearview mirrors." <sup>1</sup> This research will help answer important safety questions

posed in the ANPRM and inform NHTSA's response to the petitions by aiding in determining whether CMS can provide at least the same level of safety as the currently required mirrors.

The research examines the use of camera-based visibility systems versus rearview mirrors for both light vehicles and heavy trucks. Research participants are volunteers who are members of the general public, who are licensed car and/or commercial truck drivers aged 25 to 65, and who are healthy and able to drive without assistive devices. Research participants experience a vehicle equipped with a production or prototype camera-based visibility system and/or an FMVSS No. 111-compliant rearview mirror system. The research uses stationary, track-based, and on-road, semi-naturalistic driving experimentation as a means of collecting data needed to support the rulemaking effort. Experimental data collection includes variables pertaining to driver eye glance behavior and driving performance. This collection provides flexibility to collect additional information to address critical research questions raised during the course of this research that are deemed necessary to support rulemaking.

This is a revision of a currently approved information collection (IC) to extend the approval period, adjust the number of respondents annually, and revise the burden calculations based on data collection completed as of March 14, 2025. The currently approved collection permitted 200 respondents annually across multiple complementary studies within the research taking place over the original approved period. In this extension request, NHTSA is requesting 156 respondents annually over the three-year approval period. This notice provides changes from the current collection to this revision in the number of respondents for some individual ICs, the time for completion of some individual ICs, wages, and federal wage rates. Additionally, NHTSA has included contractor costs that were unintentionally excluded from the original collection.

*Description of the Need for the Information and Proposed Use of the Information*: The National Highway Traffic Safety Administration's (NHTSA) mission is to save lives, prevent injuries, and reduce economic costs associated with motor vehicle crashes. As new vehicle technologies are developed, it is prudent to ensure that they do not create any unintended decrease in safety. The safety of passive camera-based visibility technologies depends on both the performance of the

<sup>1</sup>84 FR 54533. Docket No. NHTSA-2018-0021. Federal Motor Vehicle Safety Standard No. 111, Rear Visibility; Advance notice of proposed rulemaking (ANPRM).

systems and on drivers' ability to use the systems effectively and comfortably. Information regarding this safety question is needed to aid NHTSA's rulemaking activities (RIN 2127-AM02) responding to two petitions received from vehicle manufacturers seeking permission to install camera-based systems, instead of outside rearview mirrors, as a means of meeting certain FMVSS No. 111 rear visibility requirements on both light vehicles and heavy trucks. This work seeks to examine and compare drivers' eye glance behavior and aspects of driving performance with rearview mirrors and camera-based systems intended to replace or supplement rearview mirrors.

The full information collection request includes six information collections:

1. *Interest Response Form* determines individuals' willingness to participate in the study and their initial suitability for study participation based primarily on demographics and driving qualifications (e.g., annual mileage driven).

2. *Candidate Screening Questions* are primarily used to ensure that participants meet driving record requirements of the contractor's insurance company, are free of recent criminal convictions, meet specific minimum health qualifications, and have reasonable availability to participate in the study. Health screening questions aim to identify candidate participants whose physical and health conditions and driving experience may be deemed generally "average" and to determine if they can understand study documents.

a. Have no more than 2 points on current driving record.

b. Have no criminal convictions in the past 3 years, including criminal driving offenses.

c. Have no uncorrected vision or hearing problems.

d. Are in good general health and able to drive continuously and safely for a period of 3 hours without the need for assistive devices.

e. Self-report that they are able to read, write, speak, and understand English.

f. Are willing to drive to NHTSA's Vehicle Research and Test Center and spend up to approximately 4 hours participating in a research study.

3. *Experimental Data Collection* includes a pre-briefing (consisting of a greeting, *Participant Informed Consent Form* administration, and presentation of experimental protocol instructions) and data collection via stationary, track-based, and on-road, semi-naturalistic driving experimentation. Participants' eye glance behavior and driving and/or other performance data are recorded for later analysis that will compare these data for rearview mirrors versus CMS.

4. *Post-Drive Questionnaire: Drive with Camera Monitor System* gathers information about participants' experiences during the experimental protocol when using a CMS.

5. *Post-Drive Questionnaire: Drive with Traditional Mirrors* gathers information about participants' experiences during the experimental protocol when using mirrors.

6. *Post-Drive Questionnaire Final Opinions* gathers information about participants' opinions regarding preference for using CMS or mirrors, as well as assessing specific, open-ended opinions regarding CMS ease of use and perceived safety.

*Affected Public:* Research participants are paid volunteers from the Columbus, OH, regional area who are licensed drivers aged 25–65 years (inclusive), who drive at least an average number of miles (e.g., 11,000) annually, are in good

health and do not require assistive devices to safely operate a vehicle, and can drive continuously for a period of up to 3 hours.

*Estimated Number of Respondents:* Candidate participant recruitment information is collected in an incremental fashion to permit the determination of which individuals meet the criteria for research participation. All interested candidates (estimate: 792) complete the Interest Response Form. A subset of individuals (estimate: 578) are then asked to complete Candidate Screening Questions. Those who complete the questions and are eligible are contacted for participation, with a goal of 156 participants annually.

*Frequency of Collection:* Once.

*Number of Responses:* 1,994.

*Estimated Total Annual Burden Hours:* 835 hours.

Burden has been adjusted from the currently approved collection using the response/eligibility rates for the most recent experiment in this research. The table below shows completion numbers and rates for different stages of collection for that particular experiment. Notice that the last row of the table shows the number of respondents who completed the experiment and for which data were usable. Some respondents' data were identified as not usable after the conclusion of the experiment due to issues such as technical difficulties with the data acquisition equipment. As the final, usable, and verified data will be the basis on which research conclusions are drawn, this collection extension and revision requests an increase in the number of respondents in order to complete the research with enough usable data.

TABLE 1—RESPONSE/ELIGIBILITY RATE DATA

Information collection	Completed	Response/eligibility rate (%)
Interest Response Form .....	275	.....
Candidate Screening Questionnaire .....	200	73
Experimental Data Collection .....	53	27
Usable Data .....	24	45

The *Interest Response Form* is the initial information collection for an experiment and is a response to the solicitation for candidate research participants. Interested individuals respond to a study recruitment advertisement by completing this *Interest Response Form*. This is a one-

time electronic collection for each experiment and is estimated to take approximately 5 minutes to complete. Using the most recent experiment associated with this IC and calculating response rates, NHTSA requests approval for 792 respondents annually for this collection.

The *Interest Response Form* submissions are reviewed manually by research staff to select eligible participants. Individuals whose responses meet participation requirements (recent eligibility rate was calculated to be 73%) are selected to complete the *Candidate Screening*

*Questions.* Candidate participants are emailed a link to the electronically presented question set hosted on a secure website. NHTSA estimates that 578 individuals will receive the *Candidate Screening Questions*. This information is collected once for each experiment and takes approximately 7 minutes to complete.

Upon review and determination that the candidate is eligible, that candidate is contacted by email or phone to schedule their participation. Individuals scheduled for study participation are asked to appear at NHTSA’s Vehicle Research and Test Center in East Liberty, OH, for the *Experimental Data Collection*. The *Experimental Data Collection* includes a pre-briefing and data collection during execution of the study protocol. The pre-briefing consists of a greeting, *Participant Informed Consent Form* administration, and presentation of experimental protocol instructions. The *Participant Informed Consent Form* is administered via both pre-recorded audio and a printed hard copy. After presentation of the consent form, the participant is given the

opportunity to ask questions and then asked to sign an electronic version of the consent form on a computer. Following consent, the participant receives instructions on the experimental protocol. For *Experimental Data Collection*, the participant is shown the vehicle, seated in the driver seat, and equipment calibration is performed. Data collection per the study protocol is then conducted through stationary, track-based, or on-road, semi-naturalistic driving experimentation. Data are recorded to document driver eye glance behavior and driving or other protocol-related performance. This *Experimental Data Collection* is conducted once per study and is estimated to take approximately 245 minutes. This estimate includes scheduling, instruction, and the drive. From the data collected thus far, 245 minutes is an appropriate maximum time. Using the recent response rate of 27 percent, NHTSA estimates 156 respondents annually will participate in the *Experimental Data Collection*.

Respondents complete the *Post-drive Questionnaire: Drive with Camera*

*Monitor System* and/or the *Post-drive Questionnaire: Drive with Traditional Mirrors* depending on which system or systems are used in the respective experiment. While some respondents may only complete one of these questionnaires based on the study design, NHTSA has included both questionnaires for each participant in the burden calculation to develop a maximum burden estimate. This electronic collection is estimated to take 10 minutes per questionnaire. As the same number of respondents that participate in the *Experimental Data Collection* will complete these questionnaires, NHTSA estimates 156 respondents will complete each of these annually.

Each respondent completes the *Post-Drive Questionnaire: Final Opinions*. This electronic collection will be administered once to each participant and is estimated to take 5 minutes to complete. All 156 respondents are expected to complete this questionnaire.

Table 2 shows the annual burden hours for the research.

TABLE 2—ANNUAL BURDEN HOURS AND OPPORTUNITY COST

Information collection	Annual number of respondents	Frequency of response	Annual responses	Time per response (min)	Annual estimated burden hours (rounded)
Interest Response Form .....	792	1	792	5	66
Candidate Screening Questions .....	578	1	578	7	67
Experimental Data Collection .....	156	1	156	245	637
Post-drive Questionnaire: Drive with Camera Monitor System .....	156	1	156	10	26
Post-drive Questionnaire: Drive with Traditional Mirrors .....	156	1	156	10	26
Post-drive Questionnaire: Final Opinions .....	156	1	156	5	13
Total .....					835

The change reflected in this revision is a reduction in annual burden from 890 hours per year to 835 hours per year.

*Estimated Total Annual Burden Cost:* \$0.

There are no additional costs to respondents beyond the time spent participating in the study, completing the questionnaires, and travel costs for the visit to the study site. Respondents for the *Interest Response Form* and the *Candidate Screening Questions* use their own electronic device to complete the questionnaires. They are not responsible for purchasing additional equipment nor software for this completion. Any email messages or phone calls made for the purposes of scheduling their participation are handled through personal devices as well.

*Public Comments Invited:* You are invited to comment on any aspect 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; (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; and 49 CFR 1.95.

Issued in Washington, DC.

**Cem Hatipoglu,**  
*Associate Administrator, Office of Vehicle Safety Research.*

[FR Doc. 2025-08811 Filed 5-15-25; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2024–0070]

#### Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Crash Avoidance Warning System Human-Machine Interface Research

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

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

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (PRA), 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 titled “Crash Avoidance Warning System Human-Machine Interface Research” and its expected burden. This ICR is to request approval to conduct 6 new voluntary information collections as part of a one-time research study of drivers’ interactions with crash avoidance technology with different human-machine interface (HMI) characteristics. This research will inform NHTSA’s vehicle safety efforts and decisions regarding rulemaking activities. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on November 7, 2024. Two comments were received during the comment period: one in full support of the collection, the other acknowledging the exclusion of motorcycles and requesting future studies include non-4-wheeled vehicles. This notice includes a discussion of the comments and responses. No changes to the study nor burden calculations are necessary as a result of the comments.

**DATES:** Comments must be submitted on or before June 16, 2025.

**ADDRESSES:** Written comments and recommendations for the proposed information collection, including suggestions for reducing 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 Alexandria Rossi-Alvarez, Ph.D., Office of Vehicle Safety Research, Applied Crash Avoidance Research Division NSR–120, Vehicle Research & Test Center, 10820 State Route 347, East Liberty, OH 43319; [a.rossi-alvarez@dot.gov](mailto:a.rossi-alvarez@dot.gov); 937–666–3322.

**SUPPLEMENTARY INFORMATION:** Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from 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 to OMB.

**Title:** Crash Avoidance Warning System Human-Machine Interface Research.

**OMB Control Number:** New.

**Form Number:** NHTSA Form 2006: Interest Response Form; NHTSA Form 2007: Candidate Screening Questions; NHTSA Form 2008: Appointment Scheduling; NHTSA Form 2009: Participant Informed Consent Form; and NHTSA Form 2010: Post-Drive Questionnaire.

**Type of Request:** New information collection.

**Type of Review Requested:** Regular.

**Length of Approval Requested:** Three years from date of approval.

**Summary of the Collection of Information:** NHTSA is seeking approval for this new ICR to conduct 6 new voluntary information collections as part of a one-time research program examining drivers’ interactions with crash avoidance technology with different HMI characteristics. This research will inform NHTSA’s vehicle safety efforts and decisions regarding rulemaking activities.

Crash avoidance warning systems aid vehicle drivers in avoiding crashes by presenting alerts and warnings to inform drivers of situations in which the system has determined, via sensor information, that a crash is possible or imminent, depending on the situation. These systems communicate the occurrence of such conditions to drivers via sensory modalities, such as visual or auditory signals or vibration of the seat or steering wheel. This research seeks to improve NHTSA’s understanding of how crash avoidance warning system HMI characteristics affect system effectiveness and potential safety impacts.

The objective of this research is to examine driver behavior while using

crash avoidance warning systems and to assess effects of human-machine interface characteristics on drivers’ behavior and driver response in crash-imminent scenarios. The research will involve driver behavior observation while driving on a test track, public roads, or in a simulated environment (*i.e.*, driving simulator). Data collection may also involve stationary laboratory measurements relating to crash avoidance warning signal characteristics, such as stationary laboratory measurements of individuals’ visual angles when gazing at in-vehicle visual signals (*e.g.*, instrument panel symbols) and displays. Test vehicles will be equipped, as needed, with instrumentation for recording driver eye glance behavior, vehicle control inputs (steering wheel, accelerator pedal, and brake pedal inputs), vehicle position and speed, and turn signal status. During dynamic testing, sensors will determine and record the distances between the test vehicle and surrounding vehicles, as appropriate.

**Description of the Need for the Information and Proposed Use of the Information:** As driver assistance technologies advance, they have the potential to dramatically reduce the number of motor vehicle crashes and injuries, as well as the associated economic costs. The safety and effectiveness of the crash avoidance warning systems depend on drivers understanding the capabilities and constraints of the systems, and the meaning of visual and auditory alerts or warnings provided.

Drivers successfully perceiving and understanding crash avoidance warnings is important for crash avoidance system effectiveness and crash mitigation. In particular, drivers must comprehend the situation and respond quickly when a crash avoidance warning system indicates an imminent collision is likely. This research aims to assess the effects of crash avoidance warning system HMI characteristics on driver behavior, on driver response in crash-imminent scenarios, and on crash avoidance success. The research will compare various crash avoidance warning system HMI characteristics and examine participants’ responses to the alerts and/or warnings.

**60-Day Notice:** A **Federal Register** notice with a 60-day comment period soliciting public comments on the following information collection was published on November 7, 2024 (89 FR 88342). NHTSA received two comments during the public comment period for the 60-day notice. Neither comment challenged the burden calculations.



The National Association of Mutual Insurance Companies (NAMIC) commented, "NAMIC strongly supports this effort by NHTSA. There is no question that the proposed collection of information is necessary for the proper performance of the functions of the agency, and that the information will have practical utility. We believe that the results of the information collection will help NHTSA better understand and ensure vehicle safety." *Response:* NHTSA appreciates the review, consideration, and support of the research. No changes to the collection were necessary as a result of the NAMIC comment.

Zero Motorcycles, Inc. noted that the current information collection does not consider crash avoidance systems on motorcycles or "non-4+ wheeled" vehicles. They stated that motorcycles offer these types of systems and that including them in a future study would be beneficial. *Response:* The scope of the current research effort is focused on light passenger vehicles. NHTSA continues to stay abreast of advancing motorcycle crash avoidance technologies and has other current research projects examining the performance of such technologies.

*Affected Public:* Research participants will be volunteers from the Columbus, OH area who are licensed drivers aged 25–65 years (inclusive), drive at least 11,000 miles annually, are in good health, and do not require assistive devices to safely operate a vehicle and drive continuously for a period of up to 2 hours.

*Estimated Number of Respondents:* Candidate participant recruitment information will be collected in an incremental fashion to permit the determination of which individuals meet the criteria for research participation. All interested candidates (estimate: 250 annually) will complete the Interest Response Form. A subset of individuals (estimate: 125 annually) meeting the criteria for the Interest Response Form will be asked to complete Candidate Screening Questions. Those who complete and are eligible based on the Candidate Screening Questions will be contacted for Appointment Scheduling to be study participants, with a goal of 67 participants annually. These same 67 participants will also complete the Experimental Data Collection and the Post-Drive Questionnaire.

*Frequency:* Once.

This research will be conducted once in phases corresponding to the different crash avoidance warning system types to be examined (*i.e.*, forward, lateral, and rear crash avoidance).

*Estimated Number of Responses:* 643 responses.

*Estimated Annual Burden Hours:* 239 hours.

The annual estimated burden for the information collection is 239 hours. This is the aggregate of the estimated annual burden for 6 information collections that would be part of the one-time study. The 6 information collections include: (1) Interest Response Form to be administered to up to 250 potential research respondents; (2) Candidate Screening Questions to be administered to up to 125 research participants; (3) Appointment Scheduling to be administered to up to 67 research participants; (4) Participant Informed Consent Form to be administered to up to 67 research participants; (5) Experimental Data Collection; and (6) Post-Drive Questionnaire to be administered to up to 67 research participants.

The study will begin with a screening process to identify eligible participants. As stated above, the research team intends to identify 250 eligible participants to account for potential attrition to ensure that the target sample of 67 participants is achieved. Participant recruitment will be accomplished via online, print advertisements, and as needed, mailings to registered Ohio vehicle owners. Individuals interested in participation will respond to the recruitment advertisement by visiting a secure website containing a brief study description. The study description includes a web link that interested candidate participants can follow to begin the screening process. NHTSA estimates that the Interest Response Form takes, on average, 5 minutes to complete. Therefore, NHTSA estimates the annual burden for Interest Response Form to be 21 hours (5 minutes  $\times$  250 respondents).

Individuals whose responses meet participation requirements will be selected to take the Candidate Screening Questions. The research team intends to identify 125 eligible participants to account for potential attrition to ensure that the target sample of 67 participants is achieved. Candidate participants are emailed a link to the electronically presented question set hosted on a secure website. NHTSA estimates that

the Candidate Screening Questions takes, on average, 7 minutes to complete. Therefore, NHTSA estimates the annual burden for Candidate Screening Questions to be 15 hours (7 minutes  $\times$  125 respondents).

Upon review of response data for the Candidate Screening Questions, candidates meeting the criteria will be contacted to schedule the study participation appointment. The research team intends to identify 67 eligible candidates. NHTSA estimates that the Appointment Scheduling takes, on average, 2 minutes to complete. Therefore, NHTSA estimates the annual burden for Appointment Scheduling to be 2 hours (2 minutes  $\times$  67 respondents).

Each respondent will begin with a consenting process, which is completed on-site at the testing facility at the beginning of the study session. This consenting process includes an overview of the study and an explanation of the Informed Consent Form. This consenting process is expected to take 35 minutes. Therefore, NHTSA estimates the total burden for obtaining informed consent to be 39 hours (35 minutes  $\times$  67 respondents).

Following consent, the participant will receive instructions on the study protocol. For driving data collection, the participant will be shown the vehicle, seated in the driver seat, and an eye-tracking system calibration will be performed. Driving will then commence while data are recorded to document vehicle performance and driver behavior. For stationary measurements, the individual would be seated in a stationary vehicle and asked to look at and/or listen to different crash avoidance warnings and provide verbal feedback as appropriate. This Experimental Data Collection will be conducted once and take approximately 130 minutes. Therefore, NHTSA estimates that the total burden for the Experimental Data Collection to be 145 hours (130 minutes  $\times$  67 respondents).

At the end, participants will complete a Post-Drive Questionnaire, estimated to take approximately 15 minutes. The total burden for the Post-Drive Questionnaire is estimated to be 17 hours (15 minutes  $\times$  67 respondents). The total annual burden for the entire study is estimated to be 239 hours.

The estimated annual burden time is summarized in Table 1 below. The number of respondents and time to complete each question set are estimated as provided.

TABLE 1—ANNUAL BURDEN ESTIMATES

Information collection	Annual number of respondents	Frequency of response	Annual responses	Time per response (min)	Annual estimated burden hours (rounded)
Interest Response Form .....	250	1	250	5	21
Candidate Screening Questions .....	125	1	125	7	15
Appointment Scheduling .....	67	1	67	2	2
Participant Informed Consent Form .....	67	1	67	35	39
Experimental Data Collection .....	67	1	67	130	145
Post-Drive Questionnaire .....	67	1	67	15	17
Total Annual Burden .....	.....	.....	643	.....	239

*Estimated Total Annual Burden Cost:* \$0.

There is no cost to respondents for this information collection. The costs associated with travel are minimal and expected to be offset by the compensation that will be provided to the research participants.

*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 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) 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 appropriate 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, as amended; 49 CFR 1.49; and DOT Order 1351.29A.

**Cem Hatipoglu,**

*Associate Administrator, Vehicle Safety Research.*

[FR Doc. 2025–08804 Filed 5–15–25; 8:45 am]

BILLING CODE 4910–59–P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket Nos. NHTSA–2024–0043, NHTSA–2024–0044, and NHTSA–2024–0063; Notice 1]

#### Mercedes-Benz AG, Mercedes-Benz USA, LLC, and Daimler Vans USA, LLC, Receipt of Petitions for Decision of Inconsequential Noncompliance

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

**ACTION:** Receipt of petitions.

**SUMMARY:** Mercedes-Benz AG, Mercedes-Benz USA, LLC, and Daimler Vans USA, LLC (collectively, “Mercedes-Benz”) have determined that certain model year (MY) 2001–2025 Mercedes-Benz and Daimler Vans motor vehicles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles With a GVWR of 4,536 kilograms (10,000 pounds) or Less*, or FMVSS No. 120, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles With a GVWR of More Than 4,536 kilograms (10,000 pounds)*. Mercedes-Benz USA, LLC, and Daimler Vans, USA, LLC, filed noncompliance reports dated May 25, 2024, and June 24, 2024. Mercedes-Benz subsequently petitioned NHTSA (the “Agency”) on June 14, 2024, and on July 12, 2024, for a decision that the subject noncompliances are inconsequential as they relate to motor vehicle safety. This document announces receipt of Mercedes-Benz's petitions.

**DATES:** Send comments on or before June 16, 2025.

**ADDRESSES:** Interested persons are invited to submit written data, views, and arguments on this petition.

Comments must refer to the docket and notice numbers 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.

of the Act<sup>72</sup> with respect to the Cboe rules that the Exchange proposes to incorporate by reference in MIA Rule 1805B, subject to the conditions specified in this Order.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>73</sup>

**J. Matthew DeLesDernier,**  
Deputy Secretary.

[FR Doc. 2025–15322 Filed 8–12–25; 8:45 am]

BILLING CODE 8011–01–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2025–0653]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Infrastructure Investment and Jobs Act (IIJA) Competitive Grant Project Information

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

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 23, 2025. The collection involves soliciting project information for the Infrastructure Investment and Jobs Act (IIJA) Airport Terminal, Tower and Airport Infrastructure Grant Funding Reallocation Programs. The information to be collected will be used to determine projects to be awarded IIJA competitive grants.

**DATES:** Written comments should be submitted by September 12, 2025.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Jesse Carriger, Office of Airport

Planning and Programming, by email at: [ijjaairports@faa.gov](mailto:ijjaairports@faa.gov); phone: (202) 674–2806.

#### SUPPLEMENTARY INFORMATION:

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA’s performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

**OMB Control Number:** 2120–0806.

**Title:** Infrastructure Investment and Jobs Act (IIJA) Competitive Grant Project Information.

**Form Numbers:** 5100–144.

**Type of Review:** Renewal of an information collection.

**Background:** The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 23, 2025 (90 FR 22151). The FAA uses this collection to solicit the information necessary to evaluate and select airport projects for funding under the Infrastructure Investment and Jobs Act (IIJA), signed on November 15, 2021. The IIJA provides about \$1,020,000,000 annually, for five years, to award competitive grants for airport terminal and tower development. Of this amount, about \$1,000,000,000 annually, for five years, is for the Airport Terminal Program; \$20,000,000 annually, for five years, is for an Airport-owned Contract Tower Program. Additionally, the IIJA directs funds that are unobligated at the end of the fourth fiscal year after first made available under the Airport Infrastructure Grant (AIG) program to be converted to a new competitive funding program for the fifth and final fiscal year of availability. Of the amounts converted, the first \$100,000,000 is set aside to augment the IIJA’s Airport-owned Contract Tower Program grant program. Funds exceeding \$100,000,000 are then awarded through the new competitive grant program, called the Airport Infrastructure Grant Funding Reallocation Program (AFR). The information collected is based on grant considerations and priorities outlined in the IIJA. Project consideration areas include increasing terminal capacity and passenger access; replacing aging infrastructure; achieving compliance with the Americans with Disabilities Act (42 U.S.C. 12101, *et seq.*); improving airport access for historically disadvantaged populations; improving

energy efficiency; improving airfield safety through terminal relocation; encouraging actual and potential competition; impact on the National Airspace System; reducing emissions; reducing noise impact to the surrounding community; reducing dependence on the electrical grid; and providing general benefits to the surrounding community. The information FAA is collecting will include general airport information, a project overview, and narratives on project consideration areas as outlined in the IIJA. Airport owners and managers who want to pursue funding and obtain benefits from the IIJA Programs will submit information via FAA Form 5100–144 to compete for grants. Approximately 3,075 airports are eligible to compete for this funding, but, based on previous-year submissions, the FAA expects only a small subset of eligible airports to submit project information through this competitive grant process.

**Respondents:** Approximately 655 airports.

**Frequency:** Annually.

**Estimated Average Burden per**

**Response:** 6 hours.

**Estimated Total Annual Burden:** 3,930 hours for all respondents.

Issued in Washington, DC, on August 11, 2025.

**Jesse Carriger,**

Acting Director, Office of Airport Planning and Programming.

[FR Doc. 2025–15333 Filed 8–12–25; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No.: FHWA–2025–0010]

RIN 2125–ZA30

#### National Electric Vehicle Infrastructure Formula Program Guidance

**AGENCY:** Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

**ACTION:** Notice; Request for comments.

**SUMMARY:** This notice announces the availability of FHWA’s revised National Electric Vehicle Infrastructure (NEVI) Formula Program Interim Final Guidance. This Interim Final Guidance updates the existing NEVI Formula Program Guidance to align with clear and express statutory language in order to streamline and provide flexibility for implementation of the program. This Interim Final Guidance is effective immediately while FHWA seeks

<sup>72</sup> 15 U.S.C. 78s(b).

<sup>73</sup> 17 CFR 200.30–3(a)(12) and 17 CFR 200.30(a)(76).



comment on what further changes may be appropriate.

**DATES:** This Interim Final Guidance document is effective on August 13, 2025. Comments must be received on or before August 27, 2025. Late-filed comments will be considered to the extent practicable.

**ADDRESSES:** To ensure that you do not duplicate your docket submissions, please submit comments by only one of the following means:

- **Federal eRulemaking Portal:** [www.regulations.gov](http://www.regulations.gov). This website allows the public to enter comments on any **Federal Register** notice issued by any agency. Follow the online instructions for submitting comments.
- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.
- **Hand Delivery:** U.S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590 between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. The telephone number is (202) 366-9329.
- **Instructions:** You should identify the agency name and the docket number at the beginning of your comments. Late comments will be considered to the extent practicable. Note that all comments received will be posted without change to [www.regulations.gov](http://www.regulations.gov), including any personal information provided.

**FOR FURTHER INFORMATION CONTACT:** Mr. Gary Jensen, Office of Natural Environment, (202) 763-4330, [gary.jensen@dot.gov](mailto:gary.jensen@dot.gov), or Ms. Dawn Horan, Office of Chief Counsel, (202) 366-9615, [Dawn.m.Horan@dot.gov](mailto:Dawn.m.Horan@dot.gov). Office hours are from 9:00 a.m. to 5:00 p.m., ET, Monday through Friday, except Federal holidays.

#### **SUPPLEMENTARY INFORMATION:**

##### **Electronic Access**

A copy of the Guidance is available for download and public inspection through [www.regulations.gov](http://www.regulations.gov) using the docket number listed above. Electronic retrieval assistance and guidelines are also available at [www.regulations.gov](http://www.regulations.gov). An electronic copy of this document also may be downloaded from the Office of the Federal Register's website at: [www.FederalRegister.gov](http://www.FederalRegister.gov) and the U.S. Government Publishing Office's website at: [www.GovInfo.gov](http://www.GovInfo.gov).

##### **Background**

The Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58,

established the NEVI Formula Program. The Program was authorized under paragraph (2) under the Highway Infrastructure Program heading in title VIII of division J of the IIJA.

The Program provides \$5 billion of funding to States to deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Initially, funding under the Program is directed to infrastructure acquired or installed along designated electric vehicle (EV) Alternative Fuel Corridors (AFCs). When the State determines and the Secretary certifies that AFCs in a State are fully built out, funding may be used for EV charging infrastructure on any public road or in other publicly accessible locations.

Since the passage of the IIJA, FHWA has issued a number of guidance documents to implement the NEVI Formula, including but not limited to:

- December 11, 2024, Build Out Certification—NEVI Formula Program Guidance
- June 11, 2024, NEVI Formula Program Guidance
- February 27, 2024, Method for Submitting Electric Vehicle Charger Data under 23 CFR 680.112
- State EV Deployment Plan Exception Requests
- State Plan/State Plan Update for EV Infrastructure Deployment Template

Consistent with President Trump's commitment to ending unlawful, unnecessary, and onerous requirements, FHWA is reviewing its existing regulations and guidance documents for alignment with law and Administration priorities. This Interim Final Guidance aligns with Executive Order 14154 "Unleashing American Energy," to eliminate previous mandates for EV charging infrastructure and potential burdens. In addition, per the January 29, 2025, memorandum from the Secretary of Transportation on the Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender, this Guidance rescinds previous guidance and policy that is not required by clear and express statutory language. FHWA believes that this Interim Final Guidance provides flexibility to the States for implementation of the program.

##### **Summary of Changes**

FHWA made several changes to the previously released NEVI guidance document dated June 11, 2024. Changes include, but are not limited to:

- Minimizing the content required in State plans to statutory and regulatory requirements.

- Simplifying the plan approval process.

- Aligning community engagement requirements with regulatory requirements and reducing the consultation requirements to advance projects.

- Providing States with the flexibility to determine the appropriate distance between stations along alternative fuel corridors to allow for reasonable travel.

- Minimizing requirements for States to consider electric grid integration, renewable energy, and alignment with electric distribution interconnection processes, except where required by regulation.

- Encouraging selection of charging locations where the charging station owners are also the site host to accelerate project delivery.

- Eliminating requirements for States to address consumer protections, emergency evacuation plans, environmental siting, resilience and terrain considerations.

- Providing States with more flexibility in determining when their system is built out allowing NEVI funds to be used on public roads statewide.

##### **Request for Comments**

Although the Interim Final Guidance is effective immediately, FHWA invites comments on this Guidance, which is available in the docket for this notice. FHWA will consider substantive comments received on the Interim Final Guidance and will consider whether any further changes are needed based on comments received.

**Authority:** Public Law 117-58, title VIII of division J.

**Gloria M. Shepherd,**

*Executive Director, Federal Highway Administration.*

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**BILLING CODE 4910-22-P**

#### **DEPARTMENT OF TRANSPORTATION**

##### **National Highway Traffic Safety Administration**

[Docket No. NHTSA-2025-0025]

##### **Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Investigation-Based Crash Data Studies**

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

**ACTION:** Notice and request for comments on an extension with