

interface interactions and their impact on performance and safety. For all three interfaces, participants will spend 12 minutes (4 minutes  $\times$  3 interfaces) completing the NASA TLX forms. This results in: 72 participants  $\times$  12 minutes = 864 minutes = 14.4 hours

*c. Part II Buffer Time*—For each participant an additional 10-minute time buffer is necessary to account for unforeseen delays, equipment adjustments, or additional breaks. This buffer ensures that transitions between activities are smooth and that participants have sufficient time to complete all tasks. This results in: 72 participants  $\times$  10 minutes = 720 minutes = 12 hours.

(11) *NHTSA Form 2070: Part II Debriefing and Honorarium Confirmation*—The debriefing process is a necessary final step in Part II to ensure participants are allowed to ask any final questions and receive their honorarium. Participants will complete NHTSA Form 2070: Part II Debriefing and Honorarium Confirmation during this step to read the debriefing materials and ensure that they are compensated for their time. Additionally, a researcher will briefly review the collected data to ensure proper acquisition and verify data integrity and adherence to the established collection protocols. The debrief is expected to take approximately 5 minutes per participant. This results in: 72 participants  $\times$  5 minutes = 360 minutes = 6 hours.

*Affected Public:* Individuals either in the Washington, DC metropolitan area or the Salt Lake City, Utah area who have volunteered to take part in driving studies or who have opted in to receive research-related emails from Red Scientific or Westat's participant database will be contacted for participation. Recruitment efforts will be supplemented by advertisements placed on company intranet sites and via social media posts and advertisements. Respondents must meet specific eligibility criteria to be included in this information collection. For both studies, respondents must (1) be at least 18 years old for Part I or 21 years old for Part II, (2) have familiarity with Android Auto or Apple CarPlay, (3) not regularly drive one of the study vehicles, (4) possess a valid driver's license, (5) drive at least 3000 miles annually, (6) have normal or corrected-to-normal vision, (7) have normal or corrected-to-normal hearing, (8) be fluent in English, and (9) be in generally good health. Additionally for Part II, respondents must (10) abstain from alcohol and recreational substance use (e.g., marijuana) for 12 hours before the

session, (11) not take sedative or psychotropic medication, (12) have no more than 2 at-fault accidents in the last 2 years, (13) not wear corrective lenses while driving (contacts are allowed), (14) not require specialized driving equipment, (15) have no medical conditions that might impact driving (i.e., heart condition, back or neck pain, recent back or neck pain treatment, disorders, disability or seizures), and (16) refrain from wearing false eyelashes and mascara during scheduled session. Businesses are ineligible for the sample and will not be contacted.

*Estimated Number of Respondents:* For Part I we estimate a maximum of 168 respondents, with 59 eligible participants targeted for recruitment and 5% attrition, resulting a final sample of 56 respondents. For Part II, we estimate a maximum number of respondents to be 288 participants with 144 eligible participants targeted for recruitment. For Part II, we plan to overbook participant sessions to ensure maximum use of test track time, no attrition is planned, resulting in a final sample size of 72.

*Frequency:* One-time collection.

*Estimated Number of Responses:* This is a one-time data collection with 56 complete responses estimated for Part I, and 72 complete responses estimated for Part II (i.e., one response per respondent).

*Estimated Total Annual Burden Hours:* The total estimated burden is 139 hours for Part I and 392.4 hours for Part II. All data collection is estimated to occur within the same year, so the annualized hours equal the total hours. The total study burden hours is estimated at 531.4 hours.

*Estimated Total Annual Burden Cost:* Participation in this study is voluntary, and there are no costs to respondents beyond the time spent completing the questionnaires and travel costs for the visits to the study facility. The costs are minimal and are 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 Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of

automated collection techniques or other forms of information technology.

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

**Cem Hatipoglu,**

*Associate Administrator, Vehicle Safety Research.*

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**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No. DOT-OST-2026-0859]

### United States Department of Transportation Advisory Board; Public Meeting

**AGENCY:** Office of the Secretary (OST), Department of Transportation (DOT).

**ACTION:** Notice of public meeting.

**SUMMARY:** The Office of the Secretary of Transportation (OST) announces a public meeting of the United States Department of Transportation Advisory Board (U.S. DOT Advisory Board) on Wednesday, March 18, 2026. This notice announces the date, time, and location of the meeting, which will be open to the public virtually. The purpose of the U.S. DOT Advisory Board is to provide strategic vision and high-level guidance to modernize and enhance the United States transportation systems.

**DATES:** This meeting will be held on Wednesday, March 18, 2026, beginning at 11:00 a.m. Eastern Time (ET). The exact start time is subject to change; please monitor [www.transportation.gov/USDOTAdvisoryBoard](http://www.transportation.gov/USDOTAdvisoryBoard) for the most up-to-date information and to access the link for live viewing of the meeting.

**ADDRESSES:** The U.S. DOT Advisory Board members will be meeting in-person at U.S. DOT Headquarters in Washington, DC The public may attend the meeting virtually, with information and registration details available on the U.S. DOT Advisory Board website ([www.transportation.gov/USDOTAdvisoryBoard](http://www.transportation.gov/USDOTAdvisoryBoard)) in advance of the meeting date.

**FOR FURTHER INFORMATION CONTACT:** U.S. DOT Advisory Board Designated Federal Officer, c/o Juli Huynh—Director, Office of Policy Coordination and Development, Office of the Secretary, [DOTAdvisoryBoard@dot.gov](mailto:DOTAdvisoryBoard@dot.gov) or (202) 366-2278.

**SUPPLEMENTARY INFORMATION:**

## I. Background

The U.S. Secretary of Transportation (Secretary) established the U.S. DOT Advisory Board as a Federal Advisory Committee in accordance with the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C. Ch. 10) to provide strategic vision and high-level guidance to modernize and enhance the United States transportation systems.

The U.S. DOT Advisory Board will be dedicated to: (1) developing strategic recommendations for infrastructure modernization and expansion; (2) identifying key investment opportunities in transportation technology and innovation; (3) providing insights into regulatory and policy improvements to enhance efficiency and reduce bureaucratic obstacles; and (4) advising on public-private partnerships to maximize funding and impact.

## II. Agenda

At the meeting, the agenda will cover the following topics:

1. Call to Order
2. Opening Remarks
3. Committee Business
4. Recap of Meeting Progress and Review of Next Steps

## III. Public Participation

The meeting will be open to the public via livestream with advance meeting registration required. Members of the public who wish to observe the virtual meeting can access the livestream by registering at the link provided on the following website: [www.transportation.gov/USDOTAdvisoryBoard](http://www.transportation.gov/USDOTAdvisoryBoard).

Meeting materials will also be made available at this same link. Members of the public may also submit written materials, questions, and comments to the Committee in advance, as well as any requests for an electronic meeting accommodation consistent with the relevant sections of the Rehabilitation Act, as amended, 29 U.S.C. 794, by contacting the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice no later than Wednesday, March 11, 2026.

All advance submissions will be reviewed by the Designated Federal Officer. If approved, advance submissions shall be circulated to the U.S. DOT Advisory Board members for review prior to the meeting. All advance submissions will become part of the official record of the meeting.

**Authority:** The Committee is a discretionary Committee under the authority of the U.S. Department of Transportation (U.S. DOT), established

in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C. Ch. 10.

**Loren A. Smith, Jr.,**

*Deputy Assistant Secretary for Transportation Policy.*

[FR Doc. 2026–04468 Filed 3–5–26; 8:45 am]

**BILLING CODE 4910–9X–P**

## DEPARTMENT OF THE TREASURY

### Community Development Financial Institutions Fund; Announcement Type: Notice of Information Collection and Request for Public Comment

**ACTION:** Notice and request for public comment.

**SUMMARY:** The U.S. Department of the Treasury, as part of a continuing effort to reduce paperwork and respondent burden, invites the general public and Federal and State agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act (PRA) of 1995, 44 U.S.C. 3506(c)(2)(A). Currently, the Community Development Financial Institutions (CDFI) Fund, Department of the Treasury, is soliciting comments concerning the Opportunity Zone (OZ) Nomination Tool. The OZ Nomination Tool contains online forms submitted through the CDFI Fund's Awards Management Information System (AMIS).

**DATES:** Written comments must be received on or before May 5, 2026, to be assured of consideration.

**ADDRESSES:** You may submit comments concerning the OZ Nomination Tool via the Federal eRulemaking Portal at [www.regulations.gov](http://www.regulations.gov). Follow the instructions on the website for the submission of comments. In general, all comments will be available for inspection at [www.regulations.gov](http://www.regulations.gov). Comments, including attachments and other supporting materials, are part of the public record. Do not submit any information in your comments or supporting materials that you consider confidential or inappropriate for public disclosure.

**FOR FURTHER INFORMATION CONTACT:** Shafron Hawkins, Senior Advisor, CDFI Fund, U.S. Department of the Treasury, 1500 Pennsylvania Avenue NW, Washington DC 20220, 202–653–0300, or [zoneo@cdfi.treas.gov](mailto:zoneo@cdfi.treas.gov). Other information regarding the CDFI Fund and its programs may be obtained on the CDFI Fund website at <https://www.cdfifund.gov>.

## SUPPLEMENTARY INFORMATION:

**Title:** Opportunity Zone Nomination Tool.

**OMB Number:** 1559–0049.

**Abstract:** The Tax Cuts and Jobs Act of 2017 (TCJA; Pub. L. 115–97) created a tax incentive for investors who reinvest eligible capital gains into Qualified Opportunity Funds (QOFs) that in turn deploy these resources into certain distressed census tracts in the 50 states, U.S. Territories, and the District of Columbia (collectively, “States”) which may be designated as Qualified Opportunity Zones (QOZs). A QOF is an investment vehicle that is organized as a corporation or partnership for the purpose of investing in QOZ property (other than another QOF). QOZs are certain low-income community (LIC) eligible census tracts nominated by the States, and certified and designated by the Secretary of the Treasury (Secretary). Taxpayers who invest in a QOZ can receive certain tax benefits for their investments as an incentive to improve economic growth and job creation in underserved communities. Section 70421 of the One Big Beautiful Bill Act (OBBBA, Pub. L. 119–21), signed into law on July 4, 2025, made the QOZ incentives permanent and, pertinent to this collection of information, established new dates by which eligible census tracts may be nominated as a QOZ by the Chief Executive Officer (CEO) of a State. The designation period for the first set of new QOZs will begin on July 1, 2026, with additional rounds of designations to follow every ten years thereafter. New approved designations will become effective as of January 1, 2027, and will remain in effect for a similar ten-year period. To take advantage of this incentive, State CEOs must nominate eligible census tracts for designation as a QOZ during a 90-day period, subject to a single 30-day extension period, beginning on July 1, 2026. The Secretary certifies such nominations and designates the eligible census tract as a QOZ within 30 days of receiving notice from the CEO that the State has made its nomination. In response to these statutory requirements, the CDFI Fund will reinstate the OZ Nomination Tool, which will assist the Secretary in the certification and designation process.

**Estimated Number of Respondents:** 56.

**Estimated Annual Time per Respondent:** 1 hour.

**Estimated Annual Burden Hours:** 56 hours.

**Request for Comments:** Comments submitted in response to this Notice will be summarized and/or included in the request for Office of Management