received a request to extend the comment period. The FAA is granting an extension of the comment period for the notice through August 31, 2026.

Issued in Washington, DC, on August 19, 2026.

William Garrison,

Director, FAA Office of Airports, Office of Airports Planning and Programming.

[FR Doc. 2026–17111 Filed 8–20–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2025–0058]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Distraction: Personal Electronic Device

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 collection of information.

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 and its expected burden. This document describes a collection of information for which NHTSA intends to seek OMB approval to conduct research on safety-related aspects of interactions with portable electronic device integration systems that allow access to smartphone applications through the vehicles built-in display. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on March 6, 2026. NHTSA received two comments. There were no changes to the design of the information collection based on the comments.

DATES: Comments must be submitted on or before September 21, 2026.

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.* 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 Jeffrey Dressel Office of Vehicle Safety Research, Human Factors/Engineering Integration Division NSR–310, West Building, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590; *jeffrey.dressel@dot.gov,* 202–493–0492.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted OMB.

Title: Distraction: Personal Electronic Devices.

OMB Control Number: New.

Form Number(s):

- NHTSA Form 2059: Part I Advertisement
- NHTSA Form 2060: Part I Eligibility Questionnaire
- NHTSA Form 2061: Part I Scheduling Availability Form
- NHTSA Form 2062: Part I Appointment Confirmation Email
- NHTSA Form 2063: Part I Informed Consent Document
- NHTSA Form 2064: Part I Honorarium Confirmation
- NHTSA Form 2065: Part II Email Templates
- NHTSA Form 2066: Part II Advertisement
- NHTSA Form 2067: Part II Eligibility Questionnaire
- NHTSA Form 2068: Part II Informed Consent Document
- NHTSA Form 2069: Part II NASA TLX Form
- NHTSA Form 2070: Part II Debriefing and Honorarium Confirmation

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: The National Highway Traffic Safety Administration (NHTSA) is proposing a new information collection consisting of a single, one-time experimental research study that involves voluntary participation from members of the public. Participants must have experience using either Android Auto or Apple CarPlay with in-vehicle infotainment systems. The collection consists of experimental data reporting and survey responses. Data collected will include eye tracking measurements, vehicle performance metrics, task completion times, error rates, participant demographics, and responses to questionnaires about interface usage and acceptance. The purpose of this research is to evaluate how safely drivers can interact with smartphone integration systems that allow access to smartphone applications through the vehicle's built-in display screen.

This research consists of two parts. Part I consists of an evaluation method called an ''occlusion study'' at Westat facilities in the Washington DC area. In this part, 24 participants per system (across up to 3 vehicles, for a total of up to 56 participants) will perform 6–9 standardized tasks while wearing special electronic goggles. These goggles automatically switch between clear and blocked views every 1.5 seconds, simulating how drivers normally shift their gaze between looking at the road and looking at the vehicle's displays. Before testing, participants will receive thorough training on each task. They will then perform each task five times while wearing the goggles per the testing procedures outlined in the Visual-Manual NHTSA Driver Distraction Guidelines for In-Vehicle Electronic Devices. Researchers will measure how long participants need to see the display to complete each task (called ''Total Shutter Open Time'' or TSOT), document any mistakes made during the tasks, record how participants recover from these mistakes, and gather feedback about whether the tasks are reasonable to perform while driving. Participants will be provided a $120 honorarium upon completion of Part I.

Part II consists of a closed-course track (CCT) evaluation conducted at Utah Motorsports Campus near Salt Lake City with 72 participants. Due to the cost of missing a study session, participants will be overbooked for each study session, meaning that two participants will be invited to the same study session but only one participant will complete the study. Both will be compensated at the same rate ($120). The reason for using the overbooking strategy is because the cost of recruiting more participants is much less expensive than the cost of missing one session on the closed course track. This part will examine a subset of the tasks from Part I in actual driving conditions on a 0.84-mile stretch on a closed course tack (CCT). Participants will drive

specially equipped vehicles while performing the interface tasks. Researchers will collect several types of data: where drivers look while driving (using eye tracking equipment), how well they control the vehicle (measuring lane position, speed, and steering movements), how quickly they respond to simple tasks while driving (using a standardized ''Detection Response Task'' where drivers press a button in response to a signal), how quickly they react to important events, how long it takes to complete tasks, and how many mistakes they make. Each participant will complete multiple drives to test different aspects of the interfaces.

For both parts, participants will complete questionnaires about their background, driving experience, and familiarity with these interfaces. The collected data will be analyzed to evaluate whether these interfaces meet NHTSA's guidelines for minimizing driver distraction and to assess their effects on driving safety. The findings will help inform future safety guidelines and policy decisions regarding in-vehicle portable device interfaces.

Description of the Need for the Information and Proposed Use of the Information: This new information request is for a multipart study to understand how modern smartphone mirroring systems affect driver distraction when compared with legacy OEM systems, as well as which commonly completed tasks are compliant with NHTSA distraction guidelines. The following components will be used to obtain the necessary information to achieve this purpose. The time to complete forms and tasks is based on the average reading rate of 238 words per minute, with potential buffer time for questions based on recent researcher experience, as well as internal pilot testing.

(1) *NHTSA Form 2059: Part I Advertisement*—This form is necessary to recruit potential participants. This document's content will be published on Westat's intranet and social media channels, as well as distributed via email to a database of former participants expressing interest in future research. Participants who are interested in participating will be redirected to NHTSA Form 2060: Part I Eligibility Questionnaire to determine if they are eligible. We estimate that of the people who see the advertisement, about 168 people will read it and be sufficiently interested in the study to seek out the eligibility screener. For reading the recruitment text we estimate an average completion time of 1 minute. This results in: 168 participants × 1 minute = 168 minutes = 2.8 hours.

(2) *NHTSA Form 2060: Part I Eligibility Questionnaire*—Recruitment for the occlusion study is necessary to ensure the validity and generalizability of the findings. This process will involve online screening and diverse outreach efforts, such as social media advertisements and intranet postings, to assemble a representative participant pool. Eligibility criteria will include (1) participant age of at least 18 years old, (2) familiarity with Android Auto or Apple CarPlay, (3) does not regularly drive one of the study vehicles, (4) possesses a valid driver's license, (5) drives at least 3000 miles annually, (6) has normal or corrected-to-normal vision, (7) has normal or corrected-to-normal hearing, (8) English fluency, and (9) is in general good health. Recruiting participants for the study will involve approximately 168 individuals, each of whom will spend approximately 5 minutes completing an online eligibility questionnaire. This results in: 168 individuals × 5 minutes = 840 minutes = 14 hours.

(3) *NHTSA Form 2061: Part I Scheduling Availability Form*—This form is essential to capture participant's name, contact information and to ensure that participants provide their preferred time slot. Once an individual is deemed eligible, they will be taken to this form automatically. One hundred individuals are expected to be eligible and complete the scheduling availability form. This results in: 100 participants × 2 minutes = 200 minutes = 3.3 hours.

(4) *Part I Scheduling Process*—Scheduling is essential in recruitment for Part I to ensure participant readiness and efficient study operations. The scheduling process includes a scheduling call, confirmation email, and reminder email. The entire process (as seen in Table 2) is completed in 7 minutes.

a. *Part I Scheduling Call Process*—The next step in the enrollment process involves calling eligible individuals to schedule their appointment. The call also provides the opportunity to provide additional study information like the location, study details, and answer any questions individuals may have. We estimate the call will last 5 minutes. To account for attrition, we plan to enroll 3 extra participants than our desired number. This results in 59 participants × 5 minutes = 295 minutes = 4.9 hours.

b. *NHTSA Form 2062: Part I Appointment Confirmation Email*—Following the call, participants will be sent an appointment confirmation email, with pertinent study information included (*i.e.,* session date, time, and location and how to reschedule or cancel). As an additional step, participants will be sent an a reminder email 24 hours before scheduled sessions is a critical step in ensuring smooth coordination and minimizing participant no-shows for Part I. Participants are estimated to spend approximately 1 minute reading and responding to this email, which will include essential information such as the session time, location, materials to bring, and instructions to confirm their attendance. Additionally, the email provides an opportunity for participants to ask any last-minute questions or inform the research team of scheduling conflicts. This step is designed to reinforce participant preparedness, reduce logistical issues, and enhance overall study efficiency. This results in: 59 participants × 1 minutes = 59 minutes = 0.98 hours.

c. *Part I Appointment Reminder Email*—As an additional step, participants will be sent a reminder email 24 hours before scheduled sessions is a critical step in ensuring smooth coordination and minimizing participant no-shows for Part I. Participants are estimated to spend approximately 1 minute reading and responding to this email, which will include essential information such as the session time, location, materials to bring, and instructions to confirm their attendance. Additionally, the email provides an opportunity for participants to ask any last-minute questions or inform the research team of scheduling conflicts. This results in: 59 participants × 1 minutes = 59 minutes = 0.98 hours.

(4) *NHTSA Form 2063: Part I Informed Consent Document*—Obtaining informed consent upon arrival is an essential step to ensure compliance with ethical research standards and participant understanding for Part I. During this process, participants will review and sign consent forms, confirming their comprehension of the study's purpose, procedures, potential risks, and their rights as participants. This process also provides an opportunity for participants to ask questions or request clarification before the study begins, ensuring transparency, voluntary participation, and alignment with institutional and regulatory ethical guidelines. We anticipate that 3 of the people we schedule will not show up to complete the study. This results in: 56 participants × 5 minutes = 280 minutes = 4.7 hours.

(5) *Part I Data Collection Activities*—This process is required because it contains the information necessary to answer NHTSA's research questions. It is comprised of five subcomponents: familiarization process, pertaining task

error evaluation, occlusion training task assessment process, and honorarium and debriefing process. Each subcomponent is discussed in greater detail below. The subcomponents of burden can be seen below. The entire procedures (as seen in Table 2) are completed in 115 minutes.

a. *Part I Familiarization Process*—The familiarization process following the consent procedure is a critical step to ensure participant readiness and comfort for Part I. Participants will be provided with an overview of the study procedures, including the tasks they will perform and the purpose of using occlusion goggles to simulate real-world driving behavior. They will familiarize themselves with the vehicles by adjusting their seating positions, understanding the layout of the interfaces (OEM, Apple CarPlay, and Android Auto), and practicing basic controls. This step ensures that participants are oriented to the study environment, reducing potential variability in performance, and improving the reliability and consistency of collected data. Participants will then complete a practice task with the occlusion goggles powered on. This is to limit their learning effects during the experiment. The familiarization process is expected to take approximately 15 minutes per participant. This results in: 56 participants × 15 minutes = 840 minutes = 14 hours.

b. *Part I Pretraining Task Error Evaluation Process*—Pretraining task error evaluations are a critical step in Part I, providing baseline data on participant performance and error recovery strategies before formal training. Participants will attempt each task once using their most familiar interface platform, allowing researchers to document initial error rates, types of errors, and recovery approaches. This process ensures that common errors and participant strategies can be identified, which informs subsequent task design and training adjustments to improve study validity and reliability. This step is expected to take a maximum of 15 minutes per participant, with an average of 3 minutes per trial and a maximum of 5 trials. This results in: 56 participants × 15 minutes = 840 minutes = 14 hours.

c. *Part I Occlusion Training Process*—Occlusion training is a necessary component of Part I to ensure participants are proficient in using the occlusion goggles and navigating the interfaces. Participants will be introduced to the goggles and their operation, including how they alternate between open and closed states to simulate glances between the road and the device. Training includes task demonstrations by the experimenter, hands-on practice with the tasks, and repeated trials to achieve proficiency. This ensures participants are comfortable with the equipment and task procedures, reducing variability in performance and enabling accurate data collection. Each participant is expected to spend a maximum of 20 minutes on this training. The average time to complete a training session is 2.22 minutes with maximum of 9 training sessions. This results in: 56 participants × 20 minutes = 1,120 minutes = 18.6 hours.

d. *Part I Task Assessment Process*—Task execution is a core component of Part I, designed to evaluate participant performance across different interface platforms. Participants will complete six-to-nine predefined tasks on two platforms (Android Auto or Apple CarPlay and one of three OEM systems) in one of three vehicles or complete six-to-nine tasks across all three OEM systems, ensuring comprehensive coverage of interface interactions. Each task will be performed five times to ensure data stability and allow researchers to analyze performance consistency and learning effects. This structured approach ensures robust and reliable data collection to assess task performance metrics and compliance with NHTSA guidelines. Each participant is expected to spend a maximum of 60 minutes completing task assessments, with an average task assessment taking 6.67 minutes and a maximum of 9 task assessments. This results in: 56 participants × 60 minutes = 3,360 minutes = 56 hours.

e. *NHTSA Form 2064: Part I Honorarium Confirmation*—Debriefing is an essential component of Part I which is designed to gather participant insights and refine study outcomes. Following task completion, participants will engage in a structured debriefing session where they will provide feedback on task difficulty, interface usability, and their overall study experience. This process allows researchers to identify potential issues, capture subjective perspectives, and gain insights into interface design features, ensuring comprehensive evaluation and improving the quality of study findings. Participants will complete this step to ensure that they are compensated for their time. Each debriefing session is expected to take approximately 5 minutes per participant. This results in: 56 participants × 5 minutes = 280 minutes = 4.7 hours.

(6) *NHTSA Form 2066: Part II Advertisement*—This step is necessary to recruit participants from Red Scientific's participant database (via email see NHTSA Form 2065: Part II Email Templates) and social media (via NHTSA Form 2066: Part II Advertisement) as needed. Participants will be directed to NHTSA Form 2067: Part II Eligibility Questionnaire to determine if they are eligible to participate. We estimate 288 individuals will read the advertisement and express sufficient interest to seek the eligibility screener. We anticipate it will take 1 minute to read the advertisement text about the study. This results in 288 participants × 1 minute = 288 minutes = 4.8 hours.

(7) *NHTSA Form 2067: Part II Eligibility Questionnaire*—Administering the online eligibility questionnaire is a critical step in the recruitment for Part II to efficiently identify qualified participants. Recruitment efforts will include advertisements posted in local newspapers, on community boards, through social media, and within an existing participant database. These advertisements will direct interested individuals to an online questionnaire, highlighting the eligibility criteria: (1) participant age of at least 21 years old, (2) familiarity with Android Auto or Apple CarPlay, (3) do 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) English fluency, (9) are in general good health, (10) ability to abstain from alcohol and recreational substance use (*e.g.,* marijuana) for 12 hours before the session, (11) do not take sedative or psychotropic medication, (12) no more than 2 at-fault accidents in the last 2 years, (13) do not wear corrective lenses while driving (contacts are allowed), (14) do not require specialized driving equipment, (15) 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) no false eyelashes or mascara. The questionnaire is designed to filter out ineligible candidates by providing immediate feedback on their status. Approximately 50% of those who begin the questionnaire are expected to meet the eligibility criteria. To identify 144 participants, approximately 288 individuals will begin the questionnaire. Each individual will spend an average of 10 minutes

completing the form: 288 individuals × 10 minutes = 2,880 minutes = 48 hours.

(8) *Part II Scheduling Process*—Scheduling is essential in recruitment for Part II to ensure participant readiness and efficient study operations. The scheduling process includes a scheduling call, confirmation email, and reminder email. The entire process (as seen in Table 3) is completed in 9 minutes.

a. *Part II Scheduling Call*—Once 144 eligible participants are identified through the eligibility questionnaire, they will proceed to the scheduling phase, where the research team will call eligible individuals to schedule their session. The call provides the opportunity to provide additional study information like the location, study details, and answer any questions individuals may have. We estimate the call will last 5 minutes. To ensure that all available sessions are double booked, two individuals will be scheduled for each session. This results in 144 participants × 5 minutes = 720 minutes = 12 hours.

b. *Part II Confirmation Email*—After each individual is scheduled, they will receive an email confirming their study session (from NHTSA Form 2065: Part II Email Templates). During this phase, each participant will spend an average of 2 minutes reading and responding to this email. The email will include information including the session time, location, materials to bring, and instructions to confirm their attendance. Participants are encouraged to ask any additional questions they may have. This confirmation ensures a well-coordinated schedule and minimizes the risk of no-shows or miscommunication, supporting the successful execution of the study. This results in: 144 participants × 2 minutes = 288 minutes = 4.8 hours.

c. *Part II Reminder Email*—Sending a reminder email 24 hours before scheduled sessions (from NHTSA Form 2065: Part II Email Templates) is a critical step in Part II to ensure smooth coordination and participant preparedness. The email will provide detailed information about session logistics, including directions to the testing location, session time, and any specific instructions or requirements, such as materials to bring or preparatory steps. This reminder also offers participants the opportunity to confirm their attendance or notify the research team of any last-minute conflicts, reducing the likelihood of no-shows and ensuring the study proceeds as planned. Participants are expected to spend approximately 2 minutes reading and responding to these emails to confirm their attendance. This results in: 144 participants × 2 minutes = 288 minutes = 4.8 hours.

(9) *Part II Initial Setup & Intake Process*—This procedure is necessary because it prepares participants for their study session. The initial setup and intake process includes informed consent, study setup and route familiarization. The entire process (as seen in Table 3) is completed in 50 minutes. Note, this process includes the double booked participants, so there is attrition at the end of this process (reduction of 72 participants) for the rest of the data collection activities from Part II Task Assessment Process onward.

a. *NHTSA Form 2068: Part II Informed Consent Document* will be completed in this step to ensure participants are informed of their rights, as well as the study details and what information will be collected from them and obtain their written consent. The informed consent document will be printed on paper for participants to physically sign at the beginning of their session. Further, participants will be introduced to the vehicle, vehicle controls, interfaces and safety information they will be using as well as the eye tracker and tactile detection response system. We anticipate 72 participants will complete this procedure and it will average 20 minutes to complete. This process is expected to take approximately 20 minutes per participant. This results in: 144 participants × 20 minutes = 2,880 minutes = 48 hours.

b. *Part II Study Setup*—The study setup is a critical preparatory phase in Part II to ensure participants are ready and equipped for testing. Following the consent process, participants will receive a comprehensive introduction to the study procedures, including a detailed safety briefing that covers equipment use, driving protocols, and emergency procedures. Participants will then be seated in the test vehicle, where they will be fitted with eye-tracking equipment to monitor visual behavior, as well as tactile motors and response switches for the Detection Response Task (TDRT). This step ensures participants are fully prepared to proceed safely and effectively with the study tasks. The study setup is expected to take approximately 15 minutes per participant. This results in: 144 participants × 15 minutes = 2,160 minutes = 36 hours.

c. *Part II Route Familiarization*—The route familiarization drive is a critical preparatory step in Part II to ensure participants are comfortable with the vehicle and test route. Participants will complete a guided familiarization drive along the 0.84-mile test route to learn the vehicle's handling characteristics and route-specific safety considerations. This process ensures that participants are confident in operating the vehicle and are adequately prepared for the task evaluations, promoting both safety and reliable data collection. This results in: 144 participants × 15 minutes = 2,160 minutes = 36 hours.

d. *Part II Double Booked Participants*—Each session will be double booked to ensure there is a participant for each session given the limited track time. After completion of the setup and intake process, half of the participants will be thanked for their time and compensated $120 since only 72 participants are needed for the study.

(10) *Part II Task Assessment Process*—This set of procedures is essential because this is where the study data will be collected. The task assessment process consists of the task assessments, NASA TLX, and buffer time. The entire process (as seen in Table 3) is completed in 160 minutes.

a. *Part II Task Assessments*—Task execution within the interface blocks is a central component of Part II designed to evaluate participant performance across three distinct interfaces: OEM, Apple CarPlay, and Android Auto. Each interface evaluation begins with a 10-minute orientation, during which participants are introduced to the interface layout and controls. This is followed by four task segments, with each segment lasting 9 minutes and involving task performance under real-world driving conditions. This structured approach ensures consistent evaluation across interfaces, enabling a comprehensive comparison of usability, cognitive workload, and safety-relevant metrics. Each interface requires a total of 10 minutes for orientation and 36 minutes (4 × 9 minutes) for task performance, for a total of 46 minutes per interface. Across all three interfaces, participants will spend 138 minutes (46 × 3 interfaces), or 2.3 hours per participant. This results in: 72 participants × 2.3 hours = 165.6 hours.

b. *NHTSA Form 2069: Part II NASA TLX Form*—The NASA TLX (Task Load Index) form is a necessary component of Part II to assess the cognitive workload associated with each interface. The NASA TLX is a widely used self-reported tool designed to measure perceived workload across dimensions such as mental demand, physical demand, and effort. Participants will complete the form after each of the four task segments for the OEM, Apple CarPlay, and Android Auto interfaces, with each form requiring approximately 1 minute to complete. This totals 4

minutes of form completion time per interface. The data collected through the NASA TLX is essential for evaluating usability and workload demands, providing critical insights into driver-interface interactions and their impact on performance and safety. For all three interfaces, participants will spend 12 minutes (4 minutes × 3 interfaces) completing the NASA TLX forms. This results in: 72 participants × 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 × 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 × 5 minutes = 360 minutes = 6 hours.

60-Day Notice

A **Federal Register** notice with a 60-day comment period soliciting public comments on the following information collection was published on March 6, 2026 (91 FR 11120). NHTSA received a total of two comments, one from an individual and one from Consumer Reports. These comments are summarized and responded to below.

In his comment Bob Scopatz supported this NHTSA collection effort and stated that, ''The information gathered will have value for regulating the in-vehicle connected devices and for OEMs designing the next generation of in-vehicle systems.''

NHTSA appreciates the public support for research on this topic.

The following excerpt summarizes the key points submitted by Consumer Reports (CR) in their comment for NHTSA's consideration; all cited references have been removed for brevity. To facilitate a clear mapping of the agency's response to the specific issues raised, the points are numbered to correspond with the numbered responses below.

1. CR is concerned that this study, would mostly focus on whether these systems are simply conforming to existing NHTSA driver distraction Guidelines instead of exploring questions regarding the nature of distraction as it relates to these interfaces. They stated that it might be more valuable to understand what specific aspects of these interfaces are actually driving distraction, and identify precisely where these systems break down for the user and how drivers might adapt to various interface designs.

2. CR also suggested that it may be worth exploring the role of more dynamic approaches to manage access to certain functions, as well as shaping how tasks are paced and completed, within the context of this research. They stated that drivers in real-world scenarios often self-pace their interactions or break tasks into smaller segments to manage attentional demands.

NHTSA appreciates CR's feedback on this topic. While the 60-day notice provides a high-level summary, several of CR's suggestions will be addressed in the full research and analysis plan. Regarding specific points:

1. NHTSA acknowledges the importance of capturing the nature of distraction with regard to these interfaces. Comparison to the existing NHTSA distraction Guidelines is one portion of this data collection; however, the study is designed to go beyond conformity to explore the underlying mechanisms of distraction. Utilizing the occlusion method in Part I with prescribed pacing allows for an understanding of task time and visual demand for a larger number of tasks across both smartphone mirroring systems and native OEM systems. Part II takes place on a closed course to examine driver eye glance behavior, cognitive workload, and driving performance measures to understand the potential impacts of performing various self-paced tasks across both of these interfaces. This self-paced environment allows for the observation of how users adapt their behavior to various interface designs.

2. NHTSA acknowledges that gathering data on how drivers self-pace while completing non-driving related tasks is important. In Part II, participants will complete various tasks at their own pace while driving on the closed course to gather more naturalistic interactions with the interfaces. This allows data to be collected that reflects how individuals segment tasks and manage attentional demands in real-time. For experimenter and participant safety, interactions with personal smartphone devices will not be included as part of this study. Participants will be trained on how to complete the non-driving related task, however, for any errors made, we will identify the specific error and sequence of recovery steps. Analyzing these sequences allows us to better understand the common errors and the effectiveness of various error recovery strategies. Furthermore, Part II will include some of the feature lockouts and delays that are built into the interfaces when the vehicle is in motion that are not captured in Part I. This allows us to observe how users navigate these dynamic restrictions and will provide insight into how existing system management affects task pacing and completion.

After thoughtful consideration of all the above comments, NHTSA will ensure that appropriate discussion of findings relevant to the broad nature of distraction and to self-pacing of task performance are included in the final report. These modifications yield no changes in the participant burden estimate from that which was published in the 60-day notice.

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 3,000 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 general 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), (16) refrain from wearing false lashes or 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 Total Annual Burden Hours: The total estimated burden for Part I is 139 hours 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 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. 2026–17095 Filed 8–20–26; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Privacy Act of 1974; Matching Program

AGENCY: Internal Revenue Service, Department of the Treasury.

ACTION: Notice of a modified matching program.

SUMMARY: Pursuant to section 552a(e)(12) of the Privacy Act of 1974, as amended, and the Office of Management and Budget (OMB) Circular No. A–108, Federal Agency Responsibilities for Review, Reporting, and Publication under the Privacy Act, notice is hereby given of the conduct of the Internal Revenue Service (IRS) Disclosure of Information to Federal, State and Local Agencies (DIFSLA) Computer Matching Program. The Louisiana Department of Health is modifying the Computer Matching Agreement to amend the programs administered, and the Louisiana Department of Children and Families will no longer participate in the DIFSLA Program.

DATES: Comments on this matching notice must be received no later than 30 days after date of publication in the **Federal Register**. If no public comments are received during the period allowed for comment, the re-established agreement will be effective September 1, 2026 provided it is a minimum of 30 days after the publication date.

Beginning and ending dates: The matches are conducted on an ongoing basis in accordance with the terms of the DIFSLA Computer Matching Agreement in effect with each participant as approved by the applicable Data Integrity Board(s). The terms of this agreement are expected to cover the 18-month period, February 14, 2026, through June 30, 2027. Ninety days prior to expiration of the agreement, the parties to the agreement may request a 12-month extension in accordance with 5 U.S.C. 552a(o)(2)(D).

ADDRESSES: Comments may be sent by email to *glds.cmppa@irs.gov* or by mail to the Internal Revenue Service; Privacy, Governmental Liaison and Disclosure ATTN: Natalie Jackels, 1550 American Blvd., East Bloomington, MN 55425.

FOR FURTHER INFORMATION CONTACT: General questions may be sent to Internal Revenue Service; Privacy, Governmental Liaison and Disclosure; ATTN: Natalie Jackels, 1550 American Blvd., East Bloomington, MN 55425.

SUPPLEMENTARY INFORMATION: The notice of the matching program was last published on 89 FR 52214 (June 21, 2024). Members of the public desiring specific information concerning an ongoing matching activity may request a copy of the applicable computer matching agreement at the address provided above.

Participating Agencies

Name of source agency: Department of the Treasury, Internal Revenue Service.

Name of recipient agency: Louisiana Department of Health.

Authority for conducting the matching program: Public Law 98–369, Deficit Reduction Act of 1984, requires the Agency administering certain federally assisted benefit programs to conduct income verification to ensure proper distribution of benefit payments. The records in this match are to be disclosed only for purposes of, and to the extent necessary in, determining eligibility for, or the correct amount of benefits under, these programs. In accordance with section 6103(l)(7) of the Internal Revenue Code (IRC), the Secretary shall, upon written request, disclose current return information from returns with respect to unearned income from the IRS files to any federal, state, or local agency administering a program listed below:

(i) A state program funded under part A of title IV of the Social Security Act;

(ii) Medical assistance provided under a state plan approved under title XIX of the Social Security Act, or subsidies provided under section 1860D–14 of such Act;

(iii) Supplemental security income benefits provided under title XVI of the Social Security Act, and federally administered supplementary payments of the type described in section 1616(a) of such Act (including payments pursuant to an agreement entered into under section 212(a) of Pub. L. 93–66);

(iv) Any benefits provided under a state plan approved under title I, X, XIV, or XVI of the Social Security Act (as those titles apply to Puerto Rico, Guam, and the Virgin Islands);

(v) Unemployment compensation provided under a state law described in section 3304 of the IRC;

(vi) Assistance provided under the Food and Nutrition Act of 2008;

(vii) State-administered supplementary payments of the type