communication, the Agency believes that approximately 50 percent of the ''391.41 CMV Driver Medication Forms, MCSA–5895,'' are transmitted electronically.

The information collected from the ''391.41 CMV Driver Medication Form, MCSA–5895,'' is used by the certified ME that requested the completion of the form. The ''391.41 CMV Driver Medication Form, MCSA–5895,'' is attached to the ''Medical Examination Report Form, MCSA–5875,'' which becomes part of the CMV driver's record maintained by the certified ME. The information is not available to the public. The Federal Motor Carrier Safety Regulations covering driver physical qualification records are found at § 391.43, which specify that a medical examination must be performed on CMV drivers subject to part 391 who operate in interstate commerce. The results of the examination must be recorded in accordance with the requirements set forth in that section. MEs are required to maintain records of the CMV driver medical examinations they conduct.

The initial 60-day **Federal Register** notice was published May 7, 2026 (91 FR 24958) and one comment was received. The National Transportation Safety Board (NTSB) supported the renewal of the collection but continues to recommend revising the collection to improve the quality and usefulness of the information available to MEs. NTSB reiterated the same recommendations it made in response to the collection's previous request for comment on the 60-day **Federal Register** notice published on September 8, 2022 (87 FR 55077). NTSB specifically recommended the following:

- Revise the ''391.41 CMV Driver Medication Form, MCSA–5895,'' to include all medications (prescriptions, non-prescriptions, supplements) that the provider is aware the driver uses and all medical conditions that the provider is aware the driver has, regardless of whether those conditions are treated with medications.
- Do not limit the IC to cases with known potentially impairing medications by removing the sentence on the form that states, ''During the medical evaluation, it was determined this individual is taking medication(s) that may impair his/her ability to safely operate a CMV.''
- Clarify what is being asked of responding providers by removing all reference to regulations from the instructions and clarifying that the responding provider is expected only to list medications/medical conditions and to give a medical opinion on safety, not to apply medical certification standards, which is the responsibility solely of the ME.
- Enable responding providers to give complete medical opinions by revising item 4 to ask the responding provider's medical opinion about whether any of the driver's known medications or medical conditions pose a risk to safe CMV operation, to provide the item with a third response option (''yes/no/unsure''), and to include a field for any clarifying comments.

FMCSA Response

FMCSA acknowledges NTSB's comment. However, FMCSA maintains its original response, published in the 30-day **Federal Register** notice on February 3, 2023 (88 FR 7514). FMCSA still finds that NTSB's recommendation would not enhance the ''391.41 CMV Driver Medication Form, MCSA–5895,'' because the form is intended to be used as a tool to supplement the information obtained from the ''Medical Examination Report Form, MCSA–5875,'' from the driver during the ME's review of the driver's health history, and from the physical examination conducted by the ME.

The ''Medical Examination Report Form, MCSA–5875,'' already provides the ME with a complete health history for the driver including all current medications (prescriptions, non-prescriptions, supplements) and medical conditions as reported by the driver. The form specifically address medication(s) that may impair the driver's ability to safely operate a CMV so that the ME fully understands the reasons the medications have been prescribed and can consider the impact the medication(s) and medical conditions for which the medication(s) has been prescribed may have on the driver to make an informed physical qualification determination.

FMCSA maintains that the ''391.41 CMV Driver Medication Form, MCSA–5895,'' contains information regarding the driver's role and regulation in § 391.41(b)(12) as a reference for healthcare professionals and does not indicate that the healthcare professional must interpret the regulation. The ''391.41 CMV Driver Medication Form, MCSA–5895,'' clearly states what is and is not expected of the healthcare professional completing the form by requesting the healthcare professional review the regulation provided, complete the form, and return it to the ME. The form explains that the final determination as to whether the individual listed on the form is physically qualified to drive a CMV will be made by the certified ME.

Lastly, item 4 was specifically intended to obtain the medical opinion of the healthcare professional completing the form regarding the specific medication(s) they have prescribed to the driver for a particular medical condition(s). It is the responsibility of the ME to use the information provided by the healthcare professional completing the ''391.41 CMV Driver Medication Form, MCSA–5895,'' as a tool to assist them in making a physical qualification determination.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority of 49 CFR 1.87.

Nicole S. Michel,

Acting Associate Administrator, Office of Research and Registration.

[FR Doc. 2026–18863 Filed 9–14–26; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–1189]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Criminal Penalty Safe Harbor Provision

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

ACTION: Notice and request for comments on reinstatement of a previously approved 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 and its expected burden. This collection of information for which NHTSA seeks OMB approval concerns NHTSA's Criminal Penalty Safe Harbor Provision. NHTSA previously requested and received a three-year approval of this information collection. NHTSA

now requests OMB's approval for a three-year reinstatement of this previously approved information collection. NHTSA published a notice on May 29, 2026 requesting comment on the reinstatement of this ICR. NHTSA received no public comments in response to the notice.

DATES: Comments must be submitted on or before October 15, 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 Michael Kuppersmith, Office of the Chief Counsel, at *michael.kuppersmith@dot.gov,* Telephone: (202) 366–9957; Mailing address: U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590.

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 to OMB.

Title: Criminal Penalty Safe Harbor Provision.

OMB Control Number: 2127–0609.

Form Number(s): N/A.

Type of Request: Request for reinstatement of a previously 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: The Transportation Recall Enhancement, Accountability, and Documentation (''TREAD'') Act (Pub. L. 106–414), codified at 49 U.S.C. 30170, establishes criminal liability for intentionally misleading the Secretary of Transportation (the ''Secretary'') regarding safety-related vehicle or motor vehicle equipment defects that result in death or serious injury. Section 30170 also contains a ''safe harbor'' provision that would shield a person from criminal penalties if they lacked knowledge that the violation would cause death or serious bodily injury and if they correct any improper or missing reports to the Secretary (NHTSA by delegation) within a reasonable time. To implement this requirement, NHTSA published a final rule defining a ''reasonable time'' and a sufficient manner of ''correction'' for safe harbor eligibility. 66 FR 38380 (July 24, 2001). The rule is codified at 49 CFR 578.7.

To seek this safe harbor, a respondent must submit a signed, dated document to NHTSA identifying: (1) each previous improper report, and each failure to report as required under 49 U.S.C. 30166, including a regulation, requirement, request or order issued thereunder, for which protection is sought; and (2) the specific predicate under which the improper or omitted report should have been provided. Additionally, respondents must submit complete and correct information and documents that were previously omitted or improperly submitted. If they cannot, they must provide a detailed description of that information and/or the content of those documents and the reason why the individual cannot provide them to NHTSA (*e.g.,* the information or documents are not in the individual's possession or control).

Description of the Need for the Information and Proposed Use of the Information: This statutorily mandated collection also advances NHTSA's mission. It allows NHTSA to accept information from persons seeking ''safe harbor.'' It further encourages the correction of violations and submission of corrections of any improper reports or failures to report, thereby increasing the likelihood of NHTSA receiving information about safety related defects. NHTSA anticipates using the information collection to evaluate requests for protection from criminal prosecution and to aid in the identification of potential safety defects in motor vehicles and motor vehicle equipment.

60-Day Notice

A **Federal Register** notice with a comment period soliciting public comments on the following information collection was published on May 29, 2026 (91 FR 32193, Docket No. NHTSA–2026–1189).[1] NHTSA received no comments.

Affected public: Those affected are motor vehicle and motor vehicle equipment manufacturers, including officers or employees thereof, and other persons who respond to or have a duty to respond to an information collection pursuant to 49 U.S.C. 30166 or a regulation, requirement, request, or order issued thereunder. The information collection applies to persons who seek ''safe harbor'' under § 30170.

Estimated Number of Respondents: One.

Estimated Number of Annual Responses: One.

Frequency: As needed basis.

Estimated Total Annual Burden Hours: Two hours.

NHTSA estimates that one person per year will submit a report under this collection of information. NHTSA also estimates that a maximum of two hours would be needed to gather and provide the information. Thus, NHTSA estimates that two burden hours a year would be spent on this collection of information.

To calculate the labor cost associated with submitting the collection of information, NHTSA looked at wage estimates for the type of personnel involved with compiling and submitting the documents. NHTSA estimates the total labor costs associated with these burden hours by looking at the average wage for Management Occupations. The Bureau of Labor Statistics (BLS) estimates that the average hourly wage for Management Occupations (BLS Occupation code 11–0000) in the Motor Vehicle Manufacturing Industry is $69.84.[2] The Bureau of Labor Statistics estimates that private industry workers' wages represent 69.9% of total labor compensation costs.[3] Therefore, NHTSA estimates the hourly labor costs to be $99.91 for BLS Occupation code 11–0000. NHTSA likewise estimates the total labor cost associated with the two burden hours to be $199.82. Note that these numbers reflect a modest, non-material reduction in the estimated labor costs from the original notice: here, NHTSA used the wage data from the Motor Vehicle Manufacturing Industry instead of the Management of Companies and Enterprise Industry and also updated the numbers to account for more recently available data. Table 1 provides a summary of the estimated

[1] Due to an administrative error, the published notice incorrectly provided a 30-day comment period, instead of providing the full 60-day period required by the Paperwork Reduction Act (PRA). NHTSA reopened the comment period to ensure the public received the full 60 days to submit comments. 91 FR 47031 (July 27, 2026).

[2] *See* Occupational Employment and Wage Statistics—Industry: Motor Vehicle Manufacturing (May 2025), available at *https://data.bls.gov/oes/#/industry/336100* (accessed August 27, 2026).

[3] *See* Table 1. Employer Costs for Employee Compensation by ownership (March 2026), available at *https://www.bls.gov/news.release/ecec.t01.htm* (accessed August 27, 2026).

burden hours and labor costs associated with those submissions.

TABLE 1—BURDEN ESTIMATES

Annual responses	Estimated burden per response (hours)	Average hourly labor cost	Labor cost per hour	Total burden hours	Total labor costs
1	2	$69.84	$99.91	2	$199.82

Estimated Total Annual Burden Cost: $12.90

Assuming the respondent uses the U.S. Postal Service, NHTSA estimates that each mailed response is estimated to cost $12.90 (priority flat rate envelope from USPS). Accordingly, NHTSA estimates the total annual costs for this information collection to be $12.90 (1 submission × $12.90). If the respondent emails the report to NHTSA, the cost may be less than $12.90.

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 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.

Peter Simshauser,

Chief Counsel.

[FR Doc. 2026–18867 Filed 9–14–26; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF THE TREASURY

Community Development Financial Institutions Fund

Funding Opportunity; Notice of Allocation Availability Inviting Applications for the Calendar Years 2026 Allocation Round of the New Markets Tax Credit Program

Funding Opportunity Title: Notice of Allocation Availability (NOAA) Inviting Applications for the Calendar Years (CY) 2026 Allocation Round of the New Markets Tax Credit (NMTC) Program.

Announcement Type: Announcement of NMTC Allocation availability.

Dates:

TABLE 1—CY 2026 ALLOCATION ROUND NMTC PROGRAM CRITICAL DEADLINES FOR APPLICANTS

Description	Deadline	Time (eastern time—ET)	Submission method
Community Development Entity (CDE) Certification Application deadline	September 22, 2026	11:59 p.m. ET	Electronically via AMIS.
Request to modify CDE certification service area	September 22, 2026	11:59 p.m. ET	Electronically via AMIS.
Subsidiary CDE Certification Application for meeting Qualified Equity Investment (QEI) issuance thresholds.	September 22, 2026	11:59 p.m. ET	Electronically via AMIS.
CY 2026 Allocation Application Registration	October 6, 2026	5:00 p.m. ET	Electronically via AMIS.
Amendment request to add Subsidiary CDEs to Allocation Agreements for meeting QEI issuance thresholds.	November 3, 2026	11:59 p.m. ET	Electronically via AMIS.
Amendment request to remove a Controlling Entity from Allocation Agreement(s).	November 3, 2026	11:59 p.m. ET	Electronically via AMIS.
Last day to contact CDFI Fund staff	November 6, 2026	5:00 p.m. ET	Electronically via AMIS.
CY 2026 Allocation Application deadline (including required Attachments)	November 10, 2026	5:00 p.m. ET	Electronically via AMIS.
QEI Issuance and Qualified Low Income Community Investments (QLICIs) requirements deadline.	January 7, 2027	11:59 p.m. ET	Not Applicable.
Report QEIs and certify QLICIs deadline	January 14, 2027	11:59 p.m. ET	Electronically via AMIS.

Executive Summary: This NOAA is issued in connection with the CY 2026 allocation round (Allocation Round) of the New Markets Tax Credit Program (NMTC Program), as authorized by Title I, subtitle C, section 121 of the Community Renewal Tax Relief Act of 2000 (P.L. 106–554) as amended. Through the NMTC Program, the Community Development Financial Institutions Fund (CDFI Fund) provides authority to certified CDEs to offer an incentive to investors in the form of tax credits over seven years, which is expected to stimulate the provision of private investment capital that, in turn, will facilitate economic and community development in Low-Income Communities. Through this NOAA, the CDFI Fund announces the availability of $5 billion of NMTC Allocation authority in this Allocation Round.

In this NOAA, the CDFI Fund specifically addresses how a CDE may apply to receive an allocation of NMTCs, the competitive procedure through which NMTC Allocations will be made and the actions that will be taken to ensure that proper allocations are made to appropriate entities.

I: Allocation Availability Description

A. Programmatic changes from the CY 2026 allocation round:

1. *Prior QEI Issuance Requirements:* Prior-year NMTC Allocatees will be subject to minimum thresholds for QEI issuance and closing of QLICIs with respect to their prior-year NMTC Allocations. These thresholds and deadlines have been revised in comparison to the CY 2024–2025