

quality of service offered to the public. If this information were not collected, vital feedback from customers and stakeholders on the Agency's services would be unavailable and the Agency would not know if adjustments would be warranted.

Affected Public: Individuals and Households, Businesses and Organizations, State, Local or Tribal Government.

Estimated Number of Respondents: 42,192.

Frequency: On Occasion, per request.

Number of Responses: 42,192.

Estimated Total Annual Burden Hours: 5,472.

The 5,472 annual burden hours requested are based on the number of

collections we expect to conduct over the requested period for this clearance.

A variety of instruments will be used to collect information from respondents including satisfaction surveys, campaign tracking studies, focus groups, small group discussions, and usability studies. The estimated 5,472 annual burden hours are based on the number of anticipated collections over the requested period for this clearance. It represents an increase of 1,437 hours from the last collection due to additional annual tracking studies for its HVE campaigns (four per year) to report performance metrics to support successful performance of campaigns. It is expected that the primary

respondents for these collections are State and local workers. To calculate the opportunity cost associated with this submission, NHTSA estimated the total opportunity costs associated with these burden hours by looking at the average wage for State and local workers. The Bureau of Labor Statistics estimates that the average hourly wage for State and local workers is \$40.82/hour. The estimated annual opportunity cost is approximately \$290,383.12 and the total three-year opportunity cost is approximately \$871,149.36. Table 1 below outlines the expected collections and the corresponding estimated annual burden hours and opportunity costs.

TABLE 1—ESTIMATED ANNUAL BURDEN HOURS AND ASSOCIATED OPPORTUNITY COSTS

Type of collection	Number of respondents	Time per response (mins)	Estimated burden hours	Opportunity cost per response	Estimated opportunity cost
User Experience Surveys	21,320	3	1066	\$2.65	\$56,572.62
Customer Satisfaction Surveys	2,132	6	213.2	5.31	11,314.52
Focus Groups	312	75	390	66.34	20,697.30
Online Tracking Studies	17,550	10	2925	8.85	155,229.75
Small Group Discussions	813	60	812.5	53.07	43,119.38
Usability Study	65	60	65	53.07	3,449.55
Total	42,192		5,472		290,383.12

Estimated Total Annual Burden Cost: \$0.

Participation in this collection is voluntary, and there are no costs to respondents beyond the time spent participating in the surveys.

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 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. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as

amended; and 49 CFR 1.49; and DOT Order 1351.29A.

Juliette Marie Vallese,
Associate Administrator, Office of
Communications and Consumer Information.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2026-1222]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Consolidated Labeling Requirements and Procedures for Selecting Lines To Be Covered by the Theft Prevention Standard

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

ACTION: Notice and request for comments on a request for 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. NHTSA intends to seek OMB approval on Consolidated Labeling Requirements for 49 CFR parts 541 and Procedures for Selecting Lines to be Covered by the Theft Prevention Standard for 542—Federal Motor Vehicle Theft Prevention Standard. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on March 20, 2026 (91 FR 13696). No comments were received.

DATES: Comments must be submitted on or before October 30, 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 Mr. Walter Lysenko (*walter.lysenko@dot.gov*). Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Mr. Lysenko's telephone number is (202) 366-1810. Please identify the relevant collection of information by referring to its OMB Control Number.

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

Title: Consolidated Labeling Requirements and Procedures for Selecting Lines to be Covered by the Theft Prevention Standard.

OMB Control Number: 2127-0539.

Form Number(s): N/A.

Type of Request: Request for reinstatement of a previously approved information collection.

Type of Review Requested: Regular.

Length of Approval Requested: Three years from approval date.

Summary of the Collection of Information: This information collection pertains to 49 CFR part 541, Federal Motor Vehicle Theft Prevention Standard, and 49 CFR part 542, Procedures for Selecting Lines to be Covered. Under 49 U.S.C. Chapter 331, manufacturers of certain passenger motor vehicles and light-duty trucks must:

(1) mark major component parts and replacement parts with identifying

numbers for vehicle lines designated as high theft;

(2) submit target area information identifying the location of required markings;

(3) submit evaluations of whether new light-duty truck lines are likely to be high-theft; and

(4) submit evaluations of whether new light-duty truck lines share interchangeable major parts with high-theft passenger motor vehicle lines.

Manufacturers must comply annually with parts-marking requirements for each covered line and must submit reports when they introduce new vehicle lines that may trigger coverage under 49 CFR parts 541 and 542. Approximately 23 manufacturers are expected to submit target-area reports annually, and one manufacturer per year is expected to submit each of the two evaluations under Part 542.

Description of the Need for the Information and Proposed Use of the Information: NHTSA collects this information to determine which vehicle lines must comply with the Federal Motor Vehicle Theft Prevention Standard, to evaluate whether new vehicle lines are high-theft, and to ensure that manufacturers properly mark major component parts as required by statute. These submissions allow NHTSA to carry out its statutory responsibilities under 49 U.S.C. Chapter 331. The information also supports enforcement and ensures consistent application of theft-prevention requirements across the vehicle fleet.

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 20, 2026 (91 FR 13696). No comments were received.

Affected Public: Motor vehicle manufacturers of passenger motor vehicles and light-duty trucks subject to

the Federal Motor Vehicle Theft Prevention Standard.

Estimated Number of Respondents: Approximately 21 manufacturers for annual target-area submissions and one manufacturer per year for each type of evaluation under 49 CFR part 542.

Frequency: Target-area reports: Annual; High-theft determinations and parts-interchangeability evaluations: As needed, typically one per year.

Estimated Number of Responses: For the four information collections in Part 541 and Part 542, NHTSA estimates the annual number of responses as follows: (1) 4.5 million responses for the parts-marking requirement; (2) 23 for submissions of target area information; (3) 1 for reporting on whether a LDT line is likely to be high-theft; and (4) 1 for reporting on whether a LDT line shares interchangeable parts with a high theft line subject to the parts-marking requirements.

Estimated Total Annual Burden Hours: 150,550 hours.

This total consists of 150,000 hours for parts-marking of approximately 4.5 million vehicles, 460 hours for reporting of target areas to NHTSA (23 responses from 21 manufacturers at 20 hours per response), 45 hours for one annual high-theft determination under Part 542, and 45 hours for one annual interchangeability determination under Part 542.

Estimated Total Annual Burden Cost: \$24,003,000.

NHTSA estimates that the average cost to print each label is \$0.38. There are an average 14 parts per vehicle to label; therefore, the printing cost per vehicle is \$5.33. At present, the agency estimates that 4.5 million motor vehicles annually must have their major parts marked. The total annual fleet costs are estimated to be \$24,003,000 for label identifiers ($\$5.33 \times 4.5$ million vehicles).

Information collection	Number of parts labeled per vehicle	Printing cost per label	Total printing cost per vehicle	Number of vehicles per year (million)	Total estimated printing cost
541: Parts-Marking on 14 major parts (49 CFR 541.5(a)	14	\$0.381	\$5.33	4.5	\$24,003,000

Target area submissions require no additional costs to the respondents above and beyond the labor costs.

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.

Shashi Kuppa,

Acting Associate Administrator Rulemaking.

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DEPARTMENT OF THE TREASURY

Community Development Financial Institutions Fund

[Docket No. CDFI–2026–0200]

Agency Information Collection Activities; Proposed Collection; Comment Request; Community Development Financial Institutions Program—Certification Application

ACTION: Notice of Information Collection; and request for public comment.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. Currently, the Community Development Financial Institutions Fund (CDFI Fund), Department of the Treasury, is soliciting comments concerning the Community Development Financial Institutions Program—Certification Application, which Applicants will submit through the CDFI Fund’s Awards Management Information System (AMIS).

DATES: Written comments must be received on or before November 30, 2026 to be assured of consideration.

ADDRESSES: You may submit comments via the Federal eRulemaking Portal at www.regulations.gov Docket No. CDFI–2026–0200. Follow the instructions on the website for the submission of comments. In general, all comments will be available for inspection at 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: Requests for additional information should be directed to Shannon McKay, Acting Program Manager for the Office of Certification Policy and Evaluation, CDFI Fund, U.S. Department of the Treasury, 1500 Pennsylvania Ave. NW,

Washington DC 20220 or by phone at (202) 653–0300. Other information regarding the CDFI Fund and its programs may be obtained through the CDFI Fund’s website at <http://www.cdfifund.gov>.

SUPPLEMENTARY INFORMATION:

Title: Community Development Financial Institutions Program—Certification Application.

OMB Control Number: 1559–0028.
Abstract: A certified Community Development Financial Institution (CDFI) is a specialized financial institution that works in markets that are underserved by traditional financial institutions. CDFIs provide a range of financial products and services in economically distressed target markets, such as mortgage financing for low-income and first-time homebuyers and not-for-profit developers, flexible underwriting and risk capital for needed community facilities, and technical assistance, commercial loans and investments to small start-up or expanding businesses in low-income areas. CDFIs include regulated institutions such as community development banks and credit unions, and non-regulated institutions such as loan and venture capital funds. CDFI certification is a designation conferred by the CDFI Fund and is a requirement for accessing Financial Assistance awards from the CDFI Fund through the Community Development Financial Institutions Program (CDFI Program), the Native American CDFI Assistance Program (NACA Program), and the Small Dollar Loan Program (SDL Program), and bond guarantees through the CDFI Bond Guarantee Program, as well as certain benefits under the Bank Enterprise Award Program (BEA Program), to support an organization’s established community development financing programs. In order to be eligible to apply for the Capital Magnet Fund Program, a bank must be a Certified CDFI.

The CDFI Fund is authorized by the Riegle Community Development Banking and Financial Institutions Act of 1994 (Pub. L. 103–325, 12 U.S.C. 4701 *et seq.*) (the Act). The regulations governing CDFI certification are found at 12 CFR 1805.201 (the Regulations). Capitalized terms found in this notice are defined in the regulations that govern the CDFI Program, at 12 CFR 1805.104.

Since 1997, the universe of Certified CDFIs has grown from 196 to nearly 1,300 organizations, with nearly \$437 billion in total assets and headquarters in all fifty states, the District of Columbia, Guam, and Puerto Rico. The

significance of CDFI Certification also has increased over the years, as CDFI status has come to serve as a qualifier for other Federal government and private sector programs and benefits.

In December 2023, the CDFI Fund released a revised version of the CDFI Certification Application which was the culmination of an effort begun in January 2017 to ensure the CDFI Certification policies and procedures continue to meet statutory and regulatory requirements, are responsive to the evolving nature of the CDFI industry, and protect government resources. Now that the CDFI Fund has reviewed close to 1,400 CDFI Certification Applications that used the revised version of the Application released in December 2023, there are some additional CDFI Certification policy changes, as well as changes to the CDFI Certification Application and its supporting tools that the CDFI Fund is seeking public comment on. These changes ensure CDFI Certification is aligned with the Administration’s executive orders and efforts to reduce waste, fraud, and abuse within federal programs.

In the Basic Information Section of the Application, several questions have been added to assess the Applicant’s and any relevant Affiliate’s past administrative proceedings history and compliance in other federal award programs. In addition, the subsection on “BOARD AND EXECUTIVE STAFF DEMOGRAPHIC INFORMATION” will be eliminated except for two questions on the total size of governing leadership members and total size of Executive Staff. In the Target Market Section of the Application, “Other Targeted Population—African American,” “Other Targeted Population—Hispanic,” “Other Targeted Population—Other Pacific Islander,” “Other Targeted Population—Filipino,” and “Other Targeted Population—Vietnamese” will no longer be eligible Target Market types. The CDFI Fund will no longer allow any Other Targeted Population (OTPs) Target Market types that are based on the race and/or ethnicity of the borrower. This policy change extends to any Section Zero Application submission proposing approval of a new Target Market type.

The CDFI Fund will revise the current CDFI Certification requirement that in order to be certified as a CDFI, an entity must maintain accountability to each component of its CDFI Certification Market through board representation to instead replace board representation with Target Market activity. As a result, the updated version of the CDFI Certification Application will no longer