either virtually or in person during a public listening session.

**FOR FURTHER INFORMATION CONTACT:** Bekim Haliti, *bhaliti@tva.gov,* 931–349–1894.

**SUPPLEMENTARY INFORMATION:** The RRSC is a discretionary advisory committee established under the authority of the TVA in accordance with the provisions of the Federal Advisory Committee Act (FACA).

The meeting agenda includes the following:

**Day 1—November 18**

1. Welcome and Introductions
2. RRSC and TVA Meeting Update
3. Natural Resource Plan Update
4. TVA 26a Permitting
5. Advice Question Discussion

**Day 2—November 19**

6. Welcome and Review of Day 1
7. Landowner Update
8. Public Listening Session
9. Advice Question Finalization
10. TVA River Management Update
11. Aquatic Plants Update

The RRSC will hear views of the public by providing a 1-hour public comment session starting November 19 at 9:00 a.m. E.T. Persons who wish to speak virtually must preregister by 5:00 p.m. E.T. Friday, November 13, 2026, by emailing *bhaliti@tva.gov.* Persons wishing to speak in person are requested to register either at the door between 8:30 a.m. and 9:00 a.m. ET on Thursday, November 19, 2026, or in advance by emailing *bhaliti@tva.gov.* Persons registered will be called on during the public listening session to share their views for up to five minutes, depending on number of registrants. Written comments are also invited and may be emailed to *bhaliti@tva.gov.* Anyone needing special accommodations should let the contact below know at least one week in advance.

Dated: October 27, 2026.

**Amy Edge,**

*Designated Federal Officer, Tennessee Valley Authority.*

[FR Doc. 2026–22420 Filed 11–2–26; 8:45 am]

**BILLING CODE 8120–08–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

**[Docket No. NHTSA–2026–0100]**

### Agency Information Collection Activities; Notice and Request for Comment; Click It or Ticket (CIOT) Evaluation

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

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

**SUMMARY:** The National Highway Traffic Safety Administration invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for a new information collection. Before a Federal agency can collect certain information from the public, it must receive approval from OMB. Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes a collection of information for which NHTSA intends to seek OMB approval to be conducted as part of an evaluation of the Click It or Ticket (CIOT) high-visibility enforcement campaign.

**DATES:** Comments must be submitted on or before January 4, 2027.

**ADDRESSES:** You may submit comments identified by the Docket No. NHTSA–2026–0100 through any of the following methods:

- *Electronic Submissions:* Go to the Federal eRulemaking Portal at *http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail or Hand Delivery:* Docket Management, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W58–213, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

*Instructions:* All submissions must include the agency name and docket number for this notice. Note that all comments received will be posted without change to *http://www.regulations.gov,* including any personal information provided. Please see the Privacy Act heading below.

*Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit *https://www.transportation.gov/privacy.*

*Docket:* For access to the docket to read background documents or comments received, go to *http://www.regulations.gov* or the street address listed above. Follow the online instructions for accessing the dockets via internet.

**FOR FURTHER INFORMATION CONTACT:** For additional information or access to background documents, contact Christine Watson, Ph.D., Office of Behavioral Safety Research (NPD–320), 771–241–3120, *Christine.Watson@dot.gov,* National Highway Traffic Safety Administration, W46–474, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501 *et seq.*), before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following: (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) how to enhance the quality, utility, and clarity of the information to be collected; and (d) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.* permitting electronic submission of responses. In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information for which the agency is seeking approval from OMB.

*Title:* Click It or Ticket Evaluation.

*OMB Control Number:* New.

*Form Numbers:* NHTSA Form 2188.

*Type of Request:* Request for approval of a new information collection.

*Type of Review Requested:* Regular.

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

*Summary of the Collection of Information:* NHTSA is seeking approval of this one-time information collection request (ICR) to administer surveys as part of an evaluation of *Click It or Ticket,* a key high-visibility enforcement campaign aimed at increasing seat belt use through highly visible seat belt enforcement combined with communications and outreach strategies. The purpose of the self-report surveys is to measure the reach and awareness of CIOT communication and enforcement efforts and to evaluate the effects of the CIOT campaign on driver knowledge, attitudes, and behaviors related to seat belt use.

The surveys will be administered at three timepoints/waves (before, during, and after the annual national CIOT mobilization, which occurs in May) to English-speaking adults (age 18+) with valid driver's licenses who are members of the Gallup Panel, a probability-based panel with over 100,000 panelists in the 50 States and Washington DC. During each of the three survey waves, data will be collected from 4,800 respondents, with an estimated burden of 15 minutes per respondent (an annual burden of 1,200 hours for 4,800 annual respondents, averaged over the three-year approval period). At each wave, 800 respondents will reside in one of four major metropolitan areas (MSAs) located in four States selected to participate in other components of NHTSA's CIOT evaluation,[1] with 200 respondents per MSA. An additional 4,000 respondents will reside in the rest of the U.S. Participation by respondents will be voluntary. The total annual burden for this information collection is 1,200 hours.

The contractor conducting this information collection is Gallup Inc., subcontracted to toXcel, LLC (Toxcel), NHTSA's prime contractor. Gallup's Institutional Review Board (IRB) will review and approve this data collection prior to fielding. Gallup's IRB meets all Federal requirements in 45 CFR 46, is registered with the Office for Human Research Protections, and has a Federalwide Assurance (FWA00021937). Toxcel also has established a Federalwide Assurance (FWA00022882).

NHTSA will use the information from this collection to produce a technical report that presents the results of the survey and the other components of the CIOT evaluation, as well as a dataset that does not contain any personally identifiable information. No identifying information or individual responses will be reported. The technical report will be shared with State Highway Safety Offices, law enforcement, local governments, policymakers, researchers, educators, advocates, and others who may wish to use the information to support their work.

*Description of the Need for the Information and Proposed Use of the Information:* NHTSA was established to reduce deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. The agency develops, promotes, and implements effective educational and enforcement programs with the goal of ending preventable tragedies and reducing economic costs associated with vehicle use and highway travel. Seat belt use is a key behavioral area for which NHTSA has developed comprehensive programs to meet its injury reduction goals. The annual CIOT mobilization is a major component of NHTSA efforts in this area. CIOT is a high-visibility enforcement campaign aimed at increasing seat belt use, and ultimately reducing injuries and fatalities, through highly visible seat belt enforcement combined with communications and outreach strategies.

NHTSA has conducted previous evaluations of CIOT, with the most recent evaluation conducted over 12 years ago.[2] As part of a broader effort to gather up-to-date information about CIOT, this survey will provide information about whether, how much, where, for how long, and for whom CIOT improves seat belt use, as well as potential impacts on other driver knowledge, attitudes and behaviors related to seat belt use. These survey results will deliver highly relevant, actionable data on CIOT effectiveness in support of NHTSA's mission to save lives, prevent injuries, and reduce economic costs resulting from traffic crashes.

*Affected Public:* Participants will be English-speaking licensed drivers aged 18 years and older who live in one of the 50 States or the District of Columbia.

*Estimated Number of Respondents:* Participation in this study will be voluntary, with 4,800 participants at each of three waves (before, during, and after the annual national CIOT mobilization) selected from the Gallup Panel, a large probability-based panel sample frame. An estimated 13,760 panel members at each wave (41,200 total) will be invited to participate.

*Frequency:* The study will be conducted once in three waves: before, during, and after the nationwide CIOT mobilization.

*Estimated Total Annual Burden Hours:* 1,200 hours annually.

This ICR will be conducted in three waves: before, during, and after the national CIOT high-visibility enforcement mobilization. At each survey administration (wave), respondents are expected to take 15 minutes to complete the survey. Table 1 provides an overview of the survey administrations.

TABLE 1—OVERVIEW OF THE SURVEY ADMINISTRATIONS

| Survey wave | Total number of respondents | Burden per response (minutes) | Total burden hours |
|---|---|---|---|
| Wave 1 (Before CIOT) | 4,800 | 15 | 1,200 |
| Wave 2 (During CIOT) | 4,800 | 15 | 1,200 |
| Wave 3 (After CIOT) | 4,800 | 15 | 1,200 |

[1] Other components of the CIOT evaluation include conducting observational surveys of seat belt use at the roadside and conducting process evaluations of the implementation of CIOT enforcement and messaging in the four selected States. The observational surveys of seat belt use conducted as part of the CIOT evaluation only involve direct observation of vehicle occupants at the roadside. The process evaluation of the implementation of CIOT enforcement and messaging in four States will not involve requesting information from more than 9 people or groups. Therefore, these components of the CIOT evaluation do not require PRA clearance.

[2] Nichols, J., Chaffe, R., Solomon, M., & Tison, J. (2016, January). *The Click It or Ticket evaluation* (Traffic Safety Facts Research Note. Report No. DOT HS 812 238). National Highway Traffic Safety Administration.

TABLE 1—OVERVIEW OF THE SURVEY ADMINISTRATIONS—Continued

| Survey wave | Total number of respondents | Burden per response (minutes) | Total burden hours |
|---|---|---|---|
| Total | 14,400 | | 3,600 |

NHTSA estimates that each wave will have approximately 4,800 respondents and estimates that it will take approximately 15 minutes for a respondent to complete the survey, with an annual burden of 1,200 hours averaged across the three-year approval period (Table 2).

TABLE 2—ANNUAL BURDEN ESTIMATES

| Information collection | Forms | Annual number of respondents | Burden per response (minutes) | Hourly opportunity cost | Opportunity cost per response | Total annual opportunity cost | Total annual burden hours |
|---|---|---|---|---|---|---|---|
| Survey | NHTSA 2188 | 4,800 | 15 | $42.88 | $10.72 | $51,456 | 1,200 |

To be eligible, potential respondents must be age 18 or older, reside in the U.S., have access to the internet, be English-speaking, and have a valid U.S. license. However, using demographic information respondents provided when they became Gallup Panel members, Gallup will only send survey invitations to panelists who meet these first four criteria. In addition, survey invitations and notifications sent to Gallup panelists will indicate that respondents must have a driver's license, with about 89 percent of U.S. adults being licensed drivers.[3] Therefore, the number of respondents who read the invitation materials, decide to participate, but ultimately report not having a valid U.S. driver's license is expected to be near zero.

NHTSA estimates the opportunity cost to respondents using a fully-loaded average hourly wage. The May 2024 mean hourly wage for all occupations in the United States was $32.66 per hour.[4] NHTSA adds 31.3 percent to this figure to account for benefits, for a fully-loaded average hourly wage of $42.88.[5] [6] Therefore, NHTSA estimates the annual opportunity cost to be approximately $51,456 ($42.88 × 1,200 = $51,456). Table 2 provides a summary of the estimated annual burden hours and opportunity costs associated with this ICR.

*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.

*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.

**Angie Wang,**

*Acting Associate Administrator, Research and Program Development.*

[FR Doc. 2026–22366 Filed 11–2–26; 8:45 am]

**BILLING CODE 4910–59–P**

[3] Office of Highway Police Information. (2025, January). *Highway statistics 2023*. Federal Highway Administration. *https://www.fhwa.dot.gov/policyinformation/statistics/2023/dl20.cfm*

[4] U.S. Bureau of Labor Statistics. (2025, April). *May 2024 National Occupational Employment and Wage Estimates.* U.S. Bureau of Labor Statistics. *https://data.bls.gov/oes/#/industry/000000.*

[5] *Ditigal.gov.* (n.d.). *How to estimate burden.* U.S. General Services Administration and Office of Management and Budget. *https://pra.digital.gov/burden/estimation/.*

[6] U.S. Bureau of Labor Statistics. (2025, September 12). *Employer costs for employee compensation—June 2025* [News Release]. *https://www.bls.gov/news.release/pdf/ecec.pdf.*

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

**[Docket No. PHMSA–2026–3004]**

### Pipeline Safety: LNG Safety Best Practices Workshop Series Presented by the National Center of Excellence for LNG Safety

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), U.S. Department of Transportation (DOT).

**ACTION:** Notice of public workshop.

**SUMMARY:** The National Center of Excellence for Liquefied Natural Gas (LNG) Safety (National LNG Center) will host a series of informational workshops on best practices for LNG safety titled, ''LNG Safety Best Practices Workshop.'' The workshops are free; will be hosted in-person with select hybrid sessions offered virtually; and will require advance registration. Each workshop will be a full day and will cover a variety of best practices each session. PHMSA established the National LNG Center in 2023 pursuant to section 111 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety (PIPES) Act of 2020 (Pub. L. 116–260), which directs the National LNG Center to advance Federal LNG expertise, serve as a repository of best practices, and facilitate collaboration among LNG stakeholders. Consistent with this mandate, the workshop series will bring together representatives from industry, government, academia, emergency response organizations, and other stakeholders to promote information sharing and continuous improvement in LNG safety.

**DATES:** The inaugural LNG Safety Best Practices Workshop will be held