responsibilities and obligations that ODOT would assume. The FRA published a notice of the draft MOU in the **Federal Register** on September 9, 2024, with a 30-day comment period to solicit the views of the public and Federal agencies. After the close of the comment period, FRA and ODOT considered comments and proceeded to execute the MOU pursuant to 23 U.S.C. 327 (Section 327 MOU). Effective December 3, 2024, ODOT assumed FRA's responsibilities under NEPA, and the responsibilities for NEPA-related Federal environmental laws described in the Section 327 MOU.

Section 327(g) of Title 23, U.S.C., requires the Secretary to conduct annual audits during each of the first 4 years of State participation. After the fourth year, the Secretary shall monitor the State's compliance with the written agreement. The results of each audit must be made available for public comment. FRA is issuing this notice to advise the public that it has conducted the first-year audit of the State of Ohio, acting through ODOT. This notice finalizes FRA's finding of the first-year audit of ODOT's FRA NEPA Assignment Program following the 30-day public comment period in accordance with 23 U.S.C. 327(g).

*Finalizing the Report:* FRA published a notice announcing the draft version of this report in the **Federal Register** on September 16, 2026,[2] and made it available for public review and comment for 30 days in accordance with 23 U.S.C. 327(g) under Docket No. FRA–2026–2278. FRA received two anonymous responses to the **Federal Register** notice during the public comment period for the draft report. One response was filed in the wrong docket. The second response, which repeated observations made in the report, did not raise any substantive issues for FRA to address and did not require changes to the draft report's content. This is FRA's final version of the audit report.

*Authority:* 23 U.S.C. 327; 42 U.S.C. 4331, 4332; 23 CFR part 773; and 49 CFR 264.101.

**Marlys Ann Osterhues,**

*Director, Office of Environmental Program Management, Office of Railroad Administration.*

[FR Doc. 2026–23976 Filed 11–24–26; 8:45 am]

**BILLING CODE 4910–06–P**

[2] 91 FR 58746.

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

**[Docket No. NHTSA–2026–0299]**

### Agency Information Collection Activities; Notice and Request for Comment; Driver Body Position and Readiness To Respond When Using L2 Systems

**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:** NHTSA 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, consisting of a* research study to examine driver body position and readiness to respond when using L2 features.

**DATES:** Comments must be submitted on or before January 25, 2027.

**ADDRESSES:** You may submit comments identified by the Docket No. NHTSA–2026–0299 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. To be sure someone is there to help you, please call (202) 366–9322 before coming.

*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 Jeremiah Singer, Human Factors/Engineering Integration (W46–430), (202) 366–7679, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995 (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:* Driver Body Position and Readiness to Respond When Using L2 Systems.

*OMB Control Number:* New.

*Form Number(s):* Form 2202, Form 2203, Form 2204, Form 2205, Form 2206, Form 2207, Form 2208, Form 2209, Form 2210, Form 2211, Form 2212, Form 2213.

*Type of Request:* 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:* The National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation is seeking approval to conduct a one-time research study involving 12 voluntary information collections, up to 2,780 licensed drivers over 18 years old for a research study to examine driver body position and readiness to respond when using L2 features. The respondents will either participate in an online survey study or an in-person simulator study. Within this study, NHTSA's contractor, the Virginia Tech Transportation Institute (VTTI), and its subcontractors, University of Minnesota (UMN) and Keisler Social & Behavioral Research, will conduct the simulator and survey data collection sessions, respectively. The complete data collection effort is estimated at 1,606 burden hours to the study participants.

*Survey Study:* 2,750 participants will be recruited to participate in an online survey to assess driver's postures in L2 and non-L2 vehicles and the role of individual characteristics and driving environment on the adoption of various driving postures. The survey is expected to last 30 minutes. The survey questions will include standard socioeconomic metrics (*e.g.,* age, sex, location, household income, education), perceptions and attitudes towards L2 features, and typical driving postures that are assumed. The planned data collection activities discussed herein have been approved by Virginia Tech's Institutional Review Board.

*Simulator Study:* 30 participants will be recruited to participate in an in-person simulator study. Participants who meet the stated eligibility criterion and are interested in joining the study will complete a screening questionnaire which will screen for likelihood of simulation sickness, age, driver's license status, and height. Research staff will contact eligible participants and schedule their participation, based on their availability and available time slots in the study. After arriving at the study site, participants will complete the informed consent form. Participants will fill out a series of questionnaires, the One-time Questionnaire set, which asks questions about demographics and type of vehicle owned by the participant. Next, participants will complete a familiarization baseline drive to become accustomed to the driving simulator's behavior and L2 functions. Participants will then practice any secondary tasks that may have been developed to be included in the simulation. Following practice trials, participants will take the Pre-Drive Questionnaire, which is the pre-task Short Stress State Questionnaire (SSSQ). Participants will then be instructed to adopt a specific posture in the vehicle and monitor the drive along the straight roadway and the secondary task during each drive, while also taking over control of the vehicle when necessary. Participants will complete a total of four drives that vary in posture and take over scenario. Immediately following each drive, participants will complete a rating scale mental effort assessment and stress state post-questionnaire assessment, a wellness questionnaire to screen for simulation sickness, and an automation trust questionnaire called the Situation Trust Cale for Automated Driving before proceeding to the next drive. The planned data collection activities discussed herein have been approved by the University of Minnesota's Institutional Review Board.

*Description of the Need for the Information and Proposed Use of the Information:* NHTSA's mission is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement. To accomplish this mission, NHTSA has statutory authority to conduct crash injury research and collect relevant data in the interest of public health. Specifically, NHTSA is authorized to: (1) engage in research on all phases of highway safety and traffic conditions; (2) undertake collaborative research and development projects with non-federal entities for the purposes of crash data collection and analysis; and (3) conduct research and collect information to determine the relationship between motor vehicles and crashes, and personal injury or deaths resulting from such crashes. This information collection supports the department's strategic goal of safety.

The advancement in driver support systems (DSSs), particularly SAE Level 2 (L2) automation features, can result in situations where limited or no driver inputs are required to control the vehicle. While L2 features show promise for improved safety and vehicle operation, they have the potential to introduce new potential risks related to driver system misuse or misunderstanding of system limitations. These systems may, for example, struggle with complex roadway features and traffic situations, induce an unwarranted sense of security, and encourage driver disengagement.[1]

Driver posture, especially as it relates to the position and orientation of the driver's limbs, is fundamental to the driving task. In the research literature, the term ''posture'' typically refers to naturally assumed body positions, while the term ''pose'' typically denotes prescribed or deliberate body positions, such as a specific way of standing, sitting, or lying that an individual assumes. Essential vehicle controls, like steering and braking, require manual actuation with the driver's hands and feet. Thus, one central goal of automobile design has always been to support and encourage a driver posture that allows safe and effective vehicle control during a wide array of driving scenarios. Fully manual driving facilitates that task to some extent, as it affords limited variance in postures that still allow effective vehicle control. However, this limitation is weaker for vehicle features that partially perform some vehicle control functions. Thus, DSSs that do not require continuous control inputs from the human driver could unintentionally result in drivers assuming postures that are ill-suited to the effective and efficient resumption of manual vehicle control (*e.g.,* responding to a takeover request, responding to an emerging hazard).

Three primary considerations are important. First, driver posture is not constant. Certain driving maneuvers (*e.g.,* backing) require substantial posture adjustments, and posture examinations should ideally account for that inherent variability. Second, in the context of normal vehicle operation, there is a general concept of a ''standard driving position,'' which in crashworthiness applications is operationalized to specific vehicle reference points. While this standard position is relevant in normal vehicle operation, it may not represent the frequency and duration of other driver postures, including slouched, reclining, leaning on some portion of the cabin, or sitting with crossed lower legs. Third, drivers differ in how they view DSS

[1] IIHS. (2024, July 11). *IIHS–HLDI research finds little evidence that partial automation prevents crashes. https://www.iihs.org/news/detail/iihs-hldi-research-finds-little-evidence-that-partial-automation-prevents-crashes.*

features, how they believe they should/can safely engage with the features, and in their perceptions of the risk and safety of driving postures. Therefore, it is important to understand the range of behaviors and perceptions related to driving posture in the general driving population.

Ultimately, the objective of this work is to improve safety in L2 systems by (a) cataloguing the postures drivers assume during driving and under partial automation, (b) identifying their beliefs or perceptions surrounding those postures vis-à-vis the driving task, (c) understanding the reasons and factors that modulate why certain drivers tend to assume certain postures, and (d) deriving, based on those links, design guidance for potential countermeasures to encourage drivers to maintain positions that allow safely returning to the driving task.

The outcomes of this data collection will provide a wide variety of stakeholders with valuable information about the impact of driver posture, especially as it relates to the position and orientation of the driver's limbs when using L2 automation features, and readiness to respond to takeover requests.

NHTSA will use the information collected to produce a technical report containing summary statistics and tables. No identifying information or individual responses will be reported. The technical report will be made available to a variety of audiences interested in improving highway safety through the National Transportation Library.

*Affected Public:*

*Survey Study:* The potential respondent universe is comprised of all U.S. licensed driving adults at least 18 years of age. The survey study will include two sample populations. One sample of 1,650 U.S. adult drivers will be matched to the U.S. general population as closely as possible on standard demographics (age, sex, race/ethnicity, education, U.S. region). An additional sample of 1,100 U.S. adult drivers will be recruited who drive vehicles with at least one L2 feature.

*Simulator Study:* 30 participants will be recruited for this study. The recruited study population will aim to represent the general driving public in Minnesota. The screening questionnaire will be used to screen for risk of simulation sickness, with participants who do not indicate experiences or behaviors associated with simulation sickness being invited to participate.

*Estimated Number of Respondents:*

*Survey Study:* The target for the survey study is 2,750 participants, completing the entire survey; therefore, the research team will collect information for screening purposes from an estimated 3,929 potential participants.

*Simulator Study:* The target for the simulator study is 30 participants who will be recruited to complete all four drives in the simulator; therefore, the research team will contact up to 70 potential participants for this study.

*Frequency:* This is a one-time information collection.

*Estimated Total Annual Burden Hours:* The total estimated burden for this one-time information collection is 1,608 hours total, or 536 annual burden hours (based on a 3-year period of performance). Further details are provided below.

This ICR includes 12 information collections, three for the survey study and nine for the simulator study, which are described below.

*Survey Study:*

**1. Survey Screening Form (Form 2202)**

Members of an online national survey panel will be invited to complete the survey. They will be invited via email and will click on a link in the email that will take them to a website that hosts the survey. An estimated 3,929 members will complete a series of screening questions. Participants are expected to take an estimated average of two minutes to complete the screening questions, resulting in a total of 131 burden hours.

**2. Survey Study Informed Consent (Form 2213)**

Individuals who meet the eligibility requirements will continue to the consent form. The consent form will take up to one minute to complete, resulting in a total of 46 burden hours.

**3. Survey One-Time Questionnaire (Form 2203)**

Individuals who meet the eligibility requirements and consent to participate will continue to the full survey on the website. The survey is expected to take up to 30 minutes to complete, resulting in a total of 1,375 burden hours.

*Simulator Study:*

**4. Simulator Screening Questionnaire (Form 2204)**

An estimated 70 participants (23 respondents annually), who have previously participated in UMN's Human Factors Safety Laboratory (HFSL) studies, will be contacted via email or phone call. The HFSL has an existing database of possible research participants who have indicated in the past that they would like to be contacted for future research studies. If necessary, advertisements will be posted to social media accounts after study approval, primarily on Facebook, X, Craigslist, and LinkedIn. These posts will be public so that anyone who routinely drives in Minnesota will be able to participate. The recruited study sample will aim to represent the general driving public. Respondents are expected to take an estimated average of three minutes to complete the questionnaire and will complete this questionnaire once, resulting in a total of four burden hours (one annual burden hour) for the screening of potential participants. Recruitment of study respondents will be from Minneapolis, Minnesota and its suburbs.

**5. Participant Scheduling (Form 2205)**

An estimated 30 participants (10 participants annually) will be contacted by email or phone and the research team member will coordinate with them about the best time to visit the laboratory at the University of Minnesota to participate in the study. Respondents are expected to take an estimated average of two minutes to complete the questionnaire and will complete this step once, resulting in a total of one burden hour (0.33 annual burden hour) for the scheduling of participants.

**6. Simulator Study Informed Consent (Form 2206)**

Thirty respondents (10 respondents annually) will complete informed consent, anticipating that either some respondents may choose not to proceed with the study or that the experimenter may determine that they should not participate (uncooperative, impaired, etc.). The visit to the UMN facility will begin with a consenting process that includes an overview of the study, an explanation of the consent form, and an opportunity for participants to ask questions and get clarification. Those individuals who consent to the study and enroll will complete the Informed Consent form and move on to the next process. This consent process and completion of the Informed Consent form, using the maximum of 30 respondents (10 annually), are expected to take five minutes and will be completed resulting in a total of three burden hours (one annual burden hour). This is a digital form, which participants are required to sign digitally.

**7. One-Time Questionnaires (Form 2207)**

Participants will complete the One-time Questionnaires. This set of

questionnaires also includes demographic questions asking about age, sex, education level, racial background, height and weight, state and zip code, household income, driving frequency and experience, region of habitation (urban, suburban, rural), and area the participant drives. Other questions include experience with Level 2 (L2) vehicle automation, and model of current vehicle owned, if any. This set of questions includes the Cognitive Failures Questionnaires, which asks about the propensity for attentional slips and forgetfulness, the Driver Behavior Questionnaire, which asks about typical driving behaviors performed by the participant, and a short survey of distracted driving behavior. Finally, the list of questions includes the Risk Propensity Scale and the Technology Readiness Index, the latter asking about the participant's favorability towards new technologies. The One-time Questionnaires, using a maximum of 30 respondents (10 annually), is expected to take 10 minutes and will be completed resulting in a total of five burden hours (two annual burden hours). This is a digital form, which participants are required to fill out digitally.

**8. Baseline Drive Checklist (Form 2208)**

A baseline drive will allow the participant to become familiar with the manual operation of the driving simulator, experience the vehicle under L2 conditions, and gain familiarity and experience with take-over requests/responses (TORs) (*i.e.,* familiarize participants with engaging and disengaging the L2 automation features). In addition, participants will be provided with practice trials of the selected secondary task (*i.e.,* both while stationary prior to the baseline drive and during the baseline drive). The Baseline Drive, using a maximum of 30 respondents (10 annually), is expected to take 12 minutes and will be completed, resulting in a total of 33 burden hours (11 annual burden hours. The Baseline Drive, using the maximum of 30 respondents (10 annually), is expected to take 12 minutes and will be completed resulting in a total of six burden hours (two annual burden hours).

**9. Simulator Pre-Drive Questionnaire (Form 2209)**

Participants will complete the Pre-Drive Questionnaire. This is the Short Stress State Questionnaire (SSSQ). The SSSQ assesses the change in task stress experienced by the participant during the simulator drive by measuring the participant's self-reported stress before (Pre-Drive Questionnaire) and immediately after (Post-Drive Questionnaires) the drive. The Pre-Drive Session Questionnaire is completed four times, using the maximum of 30 respondents (10 annually), is expected to take two minutes each time and will be completed resulting in a total of four burden hours (one annual burden hour).

**10. Drive Session (Form 2210)**

The simulation scenarios will expose participants to typical road environments where L2 automated features may be engaged to support hands-off, feet-off driving. The anticipated road environments will feature two- or four-lane highways with undivided and divided road designs that can support continuous driving at highway speeds for greater than 12 minutes. The driving scenarios will feature low-complexity roadway and traffic environments for the majority of the driving exposure time. Select scenarios will be introduced to each roadway environment at variable times to present realistic scenarios where the participant must assume manual control of the vehicle after the L2 automated features experience a system-limit failure where the vehicle experiences known circumstances that are outside of the operational design domain. In the cases of a system-limit failure, the vehicle will present a TOR to the participant with low to medium-low urgency. A secondary driving task, which will be beta tested and piloted, will be introduced to increase the driver's mental workload, encourage mental disengagement from the driving task and increase the difficulty of the manual takeover task. This is expected to be a mental processing task, which may include simple counting backwards by threes from a large number, such as 800. The Drive Session is completed four times, using a maximum of 30 respondents (10 annually). It is expected to take 12 minutes each time and will be completed resulting in a total of 24 burden hours (eight annual burden hours).

**11. Post-Drive Questionnaires (Form 2211)**

Participants will complete the Post-Drive Questionnaires. These include the Rating Scale Mental Effort (RSME) and the post-task Short Stress State Questionnaire (SSSQ). The RSME assesses how mentally demanding the drive was for the participant, and the SSSQ assesses the change in task stress experienced by the participant. This set of questionnaires also includes Situation Trust Scale for Automated Driving (STS–AD), and an abbreviated set of questions examining symptoms of simulation sickness (Wellness Questionnaire), to ensure the health and well-being of participants after the drive. The Post-Drive Questionnaires, using a maximum of 30 respondents (10 annually), is completed four times, and is expected to take four minutes each time. It will result in a total of eight burden hours (three annual burden hours).

**12. Participant Payment Process (Form 2212)**

Participants will go through the payment process paid with the Greenspire Clincard system, which provides participants with a debit card with the amount of compensation stipulated for the study. The participants will need to confirm some of their information with the key research team member completing this process, such as name, date of birth, and address information, which is required by the Greenspire system. This should take approximately one minute to complete. The Participant Payment Process, using the maximum of 30 respondents (10 annually), is expected to take about two minutes, resulting in a total of one burden hour (0.33 annual burden hours).

*Estimated Total Annual Burden Cost:* The only cost burdens respondents will incur are costs related to travel to and from the research location for the simulator study. The costs are minimal and are expected to be offset by the honorarium that will be provided to the research participants. NHTSA estimates that, on average, each of the participants will travel less than five miles one-way to the research location (10 miles round trip), for a total of 300 miles for the entire study. Using the IRS standard mileage rate of $0.70 per mile,[2] each respondent is expected to incur no more than $7.00 in transportation costs. Therefore, NHTSA estimates that the total costs to respondents (N = 30) will be no more than $210.

*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

[2] From Internal Revenue Service's 2024 standard mileage rates for self-employed and business. *https://www.irs.gov/tax-professionals/standard-mileage-rates,* last accessed August 11, 2025.

of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

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

**Cem Hatipoglu,**

*Associate Administrator, Vehicle Safety Research.*

[FR Doc. 2026–23966 Filed 11–24–26; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

### Beautifying Transportation Infrastructure Council; Public Meeting

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

**ACTION:** Notice of public meetings.

**SUMMARY:** The Office of the Secretary of Transportation (OST) announces the next public meeting of the Beautifying Transportation Infrastructure Council (Council) on December 9, 2026. This notice announces the date, time, and location of the virtual meeting, which will be open to the public. The purpose of the Council is to advise the Secretary of Transportation on enhancing the aesthetic value of our Nation's transportation systems.

**DATES:** The meeting will be held on December 9, 2026, beginning at 10:00 a.m. (EST) and ending at 2:30 p.m. (EST). The exact start and end times are subject to change; please monitor *https://www.transportation.gov/beautifytransportation/meetings* for the latest information.

**ADDRESSES:** The Council will meet virtually. The public may join the meeting virtually, with information available on *https://www.transportation.gov/beautifytransportation/meetings.*

**FOR FURTHER INFORMATION CONTACT:** The Council's Designated Federal Officer, Julianne Schwarzer, Office of the Assistant Secretary for Transportation Policy, Office of the Secretary, *BeautifyTransportation@dot.gov* or 617–999–9667.

**SUPPLEMENTARY INFORMATION:**

#### Background

The U.S. Secretary of Transportation (Secretary) established the Council as a Federal Advisory Committee in accordance with the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C. Ch. 10) to advise the Secretary of Transportation on enhancing the aesthetic value of our Nation's transportation systems. The Council provides recommendations on policies, designs, and funding priorities that beautify transportation infrastructure, including highways, bridges, and transit hubs, while maintaining safety and efficiency.

#### Agenda

At the meeting, the proposed agenda will cover the Call to Order, Official Statement of the Designated Federal Officer, Meeting Logistics, Opening Remarks, Committee Business, and Review of Next Steps. The agenda is subject to change.

#### Public Participation

The meeting will be open to the public through a virtual meeting. Registration for the meeting can be found here: *https://www.transportation.gov/beautifytransportation/meetings.*

Members of the public may submit comments to the Committee in advance, as well as any requests for an electronic meeting accommodation consistent with the relevant sections of the Rehabilitation Act, as amended, 29 U.S.C. 794, by contacting the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice no later than December 3, 2026.

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

*Authority:* The Council is a discretionary advisory committee under the authority of the U.S. Department of Transportation and was established in accordance with the provisions of the Federal Advisory Committee Act, as amended, 5 U.S.C. Ch. 10.

**Loren A. Smith,**

*Deputy Assistant Secretary for Transportation Policy.*

[FR Doc. 2026–23958 Filed 11–24–26; 8:45 am]

**BILLING CODE 4910–9X–P**

## DEPARTMENT OF THE TREASURY

### Office of the Comptroller of the Currency

### Agency Information Collection Activities: Revision of an Approved Information Collection; Comment Request; Company-Run Annual Stress Test Reporting Template and Documentation for Covered Institutions With Total Consolidated Assets of $250 Billion or More Under the Dodd-Frank Wall Street Reform and Consumer Protection Act

**AGENCY:** Office of the Comptroller of the Currency (OCC), Treasury.

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

**SUMMARY:** The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA). In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number. The OCC is soliciting comment concerning a revision to its information collection titled ''Company-Run Annual Stress Test Reporting Template and Documentation for Covered Institutions with Total Consolidated Assets of $250 Billion or More under the Dodd-Frank Wall Street Reform and Consumer Protection Act.''

**DATES:** Comments must be received by January 25, 2027.

**ADDRESSES:** Commenters are encouraged to submit comments by email, if possible. You may submit comments by any of the following methods:

- *Email: prainfo@occ.treas.gov.*
- *Mail:* Chief Counsel's Office, Attention: Comment Processing, Office of the Comptroller of the Currency, Attention: 1557–0319, 400 7th Street SW, Suite 1E–216, Washington, DC 20219.
- *Hand Delivery/Courier:* 400 7th Street SW, Suite 1E–216, Washington, DC 20219.
- *Fax:* (571) 293–4835.

*Instructions:* You must include ''OCC'' as the agency name and ''1557–0319'' in your comment. In general, the OCC will publish comments on *www.reginfo.gov* without change, including any business or personal information provided, such as name and address information, email addresses, or phone numbers. Comments received, including attachments and other