

first drive occurs while alert. The next two drives are counterbalanced and will occur while drowsy (at least 14 hours awake and having sleepiness ratings indicating drowsiness) and while drowsy and distracted. Simulator data will be used to evaluate the ability of the DMS to assess driver state.

Respondents will volunteer for the study by responding to an internet ad or via solicitation for volunteers from the DSRI subject registry. Only potential subjects in the registry meeting inclusion criteria will be contacted. Respondents will be asked a series of questions to determine eligibility to participate in the study. The questionnaire covers both Track A and Track B so respondents don't have to complete the questionnaire more than once and so researchers can ensure a subset of respondents meet criteria for both tracks. Criteria for both studies are largely the same; differences are related to ability to attend visits of a specified length, willingness to adhere to different protocol elements, and sleep habits (needed only for Track B). A research team member will answer all questions the respondent may have and schedule eligible respondents who wish to participate for a session at the DSRI.

*Description of the Need for the Information and Proposed Use of the Information:*

NHTSA was established by the Highway Safety Act of 1970 (23 U.S.C. 101) to carry out a Congressional mandate to reduce deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this mandate, NHTSA is authorized to conduct research as a foundation for the development of traffic safety programs.

In 2013, NHTSA published the final version of the Visual-Manual NHTSA Driver Distraction Guidelines for In-Vehicle Electronic Devices. In the decade since, vehicle technologies and interfaces have evolved and a substantial amount of new research on the topic of driver distraction has been conducted. As a result, NHTSA requires a rigorous and thorough review to update the current state of knowledge on driver distraction, attention management, and distraction/risk assessment. DMS are currently deployed in many production vehicles. Current production systems use different data sources, including driver-facing cameras, vehicle inputs (e.g., steering wheel torque), driving performance (e.g., lane departures), and other measures (e.g., time on task). Future production systems are also likely to use physiological sensors (e.g., heart rate) as

tools to identify driver state more accurately.

DMS could play a variety of roles in vehicles, including detecting and alerting drivers to distraction, drowsiness, or impairment, and then adjusting the vehicle technology to meet the needs of the driver or providing support in particular situations. It is important for NHTSA to be able to discern the differences in approaches to state detection to understand the potential safety impacts of DMS. This requires a comparison of various sensor approaches to driver state monitoring and the development of a test protocol for different DMS methodologies. The overall objective is to develop and deliver a methodology that will assess the ability of DMS to accurately determine driver state by collecting data to support a full assessment of the factors associated with DMS and modeling driver state based on sensor data in a driving simulator.

*Affected Public:* Individuals aged 18+ from Eastern Iowa and the surrounding areas who have volunteered to take part in driving studies will be contacted for participation. They will be randomized evenly by sex, though some imbalance will be permitted to be inclusive of individuals who do not identify on the binary. Efforts will be made to enroll a diverse age sample that broadly represents the age of the driving population and includes those at greater risk of crashing (e.g., less than 25 years of age and greater than 65 years of age). Additional efforts will be made to enroll individuals with diverse skin tones, oversampling those who rate themselves higher on the Fitzpatrick Skin Type Scale. Businesses are ineligible for the sample and will not be contacted.

*Estimated Number of Respondents:* 600.

Study pre-screening is done via online questionnaire. It is estimated that 600 individuals may begin the pre-screening questionnaire. After pre-screening, it is estimated that 300 individuals could be potentially eligible and require contact to be scheduled or to confirm eligibility requirements are met. It is estimated that 120 individuals will be enrolled to complete 80 total data sets (anticipated breakdown of Track A only = 28, Track B only = 28, both = 12).

*Frequency:* Once.

This is a one-time collection of information. The initial pre-screening time is roughly 15 minutes and can be done at the respondents' convenience using a device of their choosing. The only requirement is an internet connection to access the online pre-screening. Not all who begin this pre-

screening will complete the form in its entirety, and not everyone will meet study criteria. Those who meet study criteria could be scheduled for Track A, Track B, or both.

*Estimated Total Annual Burden Hours:* 700 hours.

The total estimated burden for the study is 700 hours. Track A contributes 117 hours, and Track B contributes 473 hours. Online pre-screening and visit reminders contribute 110 hours.

*Estimated Total Annual Burden Cost:* The respondents will not incur any reporting or recordkeeping cost from the information collection. Respondents will incur a one-time cost for local travel to and from DSRI, which is estimated not to exceed approximately \$39.30 (based on the standard mileage rate for business-related driving in 2023 and a round trip distance of 60 miles). These transportation costs are offset by subject compensation. For respondents in Track B, who will not be permitted to walk, bike, or drive when leaving DSRI, an additional \$70 will be provided to offset the costs of finding alternative transportation.

*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.

**Tim John Johnson,**

*Acting Associate Administrator, Vehicle Safety Research.*

[FR Doc. 2023-14949 Filed 7-13-23; 8:45 am]

**BILLING CODE 4910-59-P**

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**DEPARTMENT OF THE TREASURY**

**Community Development Financial Institutions Fund**

**Open Meeting: Community Development Advisory Board**

**ACTION:** Notice of open meeting.

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**SUMMARY:** This notice announces an open meeting of the Community Development Advisory Board (the Advisory Board), which provides advice to the Director of the Community Development Financial Institutions Fund (CDFI Fund). This meeting will be conducted virtually. A link to view the meeting can be found at the top of [www.cdfifund.gov/cdab](http://www.cdfifund.gov/cdab).

**DATES:** The meeting will be held from 2:00 p.m. to 3:00 p.m. Eastern Time on Monday, July 31, 2023.

**Submission of Written Statements:** Participation in the discussions at the meeting will be limited to Advisory Board members, Department of the Treasury staff, and certain invited guests. Anyone who would like to have the Advisory Board consider a written statement must submit it by 5:00 p.m. Eastern Time on Friday, July 21, 2023. Send electronic statements to [AdvisoryBoard@cdfi.treas.gov](mailto:AdvisoryBoard@cdfi.treas.gov).

In general, the CDFI Fund will make all statements available in their original format, including any business or personal information provided such as names, addresses, email addresses, or telephone numbers, for virtual public inspection and copying. The CDFI Fund is open on official business days between the hours of 9:00 a.m. and 5:00 p.m. Eastern Time. You can make arrangements to virtually inspect statements by emailing [AdvisoryBoard@cdfi.treas.gov](mailto:AdvisoryBoard@cdfi.treas.gov). All statements received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. You should only submit information that you wish to make publicly available.

**FOR FURTHER INFORMATION CONTACT:** Bill Luecht, Senior Advisor, Office of Legislative and External Affairs, CDFI Fund; (202) 653-0322 (this is not a toll-free number); or [AdvisoryBoard@cdfi.treas.gov](mailto:AdvisoryBoard@cdfi.treas.gov). 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:** Section 104(d) of the Riegle Community Development and Regulatory Improvement Act of 1994 (Pub. L. 103-325), which created the CDFI Fund, established the Advisory Board. The charter for the Advisory Board has been filed in accordance with the Federal Advisory Committee Act, as amended (5 U.S.C. 1001 *et seq.*), and with the approval of the Secretary of the Treasury.

The function of the Advisory Board is to advise the Director of the CDFI Fund (who has been delegated the authority to administer the CDFI Fund) on the policies regarding the activities of the CDFI Fund. The Advisory Board does not advise the CDFI Fund on approving or declining any particular application for monetary or non-monetary awards.

In accordance with section 10(a) of the Federal Advisory Committee Act, 5 U.S.C. 1009 and the regulations thereunder, Bill Luecht, Designated Federal Officer of the Advisory Board, has ordered publication of this notice that the Advisory Board will convene an open meeting, which will be conducted virtually, from 2:00 p.m. to 3:00 p.m. Eastern Time on Monday, July 31, 2023. Members of the public who wish to view the meeting must register upon entering the meeting. The link to view the meeting can be found at the top of [www.cdfifund.gov/cdab](http://www.cdfifund.gov/cdab).

The Advisory Board meeting will include a report from the Chair of a recently formed CDFI Certification subcommittee to the full Advisory Board.

*Authority:* 12 U.S.C. 4703.

**Marcia Sigal,**

*Acting Director, Community Development Financial Institutions Fund.*

[FR Doc. 2023-14960 Filed 7-13-23; 8:45 am]

**BILLING CODE 4810-70-P**

**DEPARTMENT OF THE TREASURY**

**Office of Foreign Assets Control**

**Notice of OFAC Sanctions Actions**

**AGENCY:** Office of Foreign Assets Control, Treasury.

**ACTION:** Notice.

**SUMMARY:** The U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing updates to the identifying information of one person currently included in OFAC's Specially Designated Nationals and Blocked Persons List (SDN List).

**DATES:** See **SUPPLEMENTARY INFORMATION** section for effective date(s).

**FOR FURTHER INFORMATION CONTACT:** OFAC: Andrea Gacki, Director, tel.: 202-622-2490; Associate Director for Global Targeting, tel.: 202-622-2420; Assistant Director for Licensing, tel.: 202-622-2480; Assistant Director for Regulatory Affairs, tel.: 202-622-4855; or the Assistant Director for Sanctions Compliance & Evaluation, tel.: 202-622-2490.

**SUPPLEMENTARY INFORMATION:**

**Electronic Availability**

The SDN List and additional information concerning OFAC sanctions programs are available on OFAC's website (<https://ofac.treasury.gov>).

**Notice of OFAC Actions**

On July 11, 2023, OFAC updated the entry on the SDN List for the following person, whose property and interests in property subject to U.S. jurisdiction continue to be blocked under the relevant sanctions authority listed below.