

Issued in Washington, DC, on October 1, 2026.

Hugh J. Thomas,

Executive Director, Flight Standards Service.

[FR Doc. 2026-20327 Filed 10-2-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice To Reestablish the Transit Advisory Committee for Safety Charter

AGENCY: Federal Transit Administration (FTA), U.S. Department of Transportation (DOT).

ACTION: Notice to reestablish the charter for the Transit Advisory Committee for Safety.

SUMMARY: The Federal Transit Administration (FTA) announces the reestablishment of the charter of the Transit Advisory Committee for Safety (TRACS). The previous TRACS charter expired on February 2, 2026. The U.S. Department of Transportation (DOT) and FTA are committed to ensuring the safety of the Nation's public transportation systems and reducing safety risks to both riders and transit workers. Accordingly, the Secretary of Transportation (Secretary) has determined that reestablishing TRACS is necessary and in the public interest.

DATES: This charter will be effective for two years from the date it is filed with Congress and uploaded into the U.S. General Services Administration's Federal Advisory Committee Act (FACA) database.

FOR FURTHER INFORMATION CONTACT:

Joseph DeLorenzo, TRACS Designated Federal Officer, Associate Administrator, FTA Office of Transit Safety and Oversight, (202) 366-1783, TRACS@dot.gov.

SUPPLEMENTARY INFORMATION: This notice announces the Secretary's reestablishment of TRACS as a Federal advisory committee in accordance with the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. ch. 10) to provide information, advice, and recommendations to the Secretary and the FTA Administrator on matters relating to the safety of public transportation systems.

The DOT and FTA are committed to ensuring the safety of the Nation's public transportation systems and reducing safety risks to both riders and transit workers. Accordingly, the Secretary has determined that reestablishing TRACS is necessary and in the public interest. The Public

Interest Determination is available below.

TRACS will be tasked with providing advice and recommendations on improvements and innovations in transit safety. TRACS will review current challenges and innovations in public transportation and provide recommendations that FTA can implement in support of safety in the public transportation sector.

This notice is provided in accordance with the Federal Advisory Committee Act. Please see the TRACS website for additional information at <https://www.transit.dot.gov/regulations-and-guidance/safety/transit-advisory-committee-safety-tracs> and the General Services Administration's FACA database at <https://www.facadatabase.gov>.

Public Interest Determination

Pursuant to 41 U.S.C. 102-3.60(a), in order to establish, renew, reestablish, or merge a discretionary (agency discretion) advisory committee, an agency must first consult with the General Services Administration's Committee Management Secretariat (the Secretariat) and, as part of the consultation, provide a written public interest determination approved by the head of the agency to the Secretariat with a copy to the Office of Management and Budget. In addition, pursuant to 41 U.S.C. 102-3.35, an agency shall follow the same consultation process and document in writing the same determination of need before creating a subcommittee under a discretionary committee that is not made up entirely of members of a parent advisory committee.

Information on the following factors for the committee is provided to the Secretariat to demonstrate that renewing the committee is in the public interest:

1. Annual Budget

Estimated that the annual operating cost is approximately \$315,000

a. Federal personnel on a full-time equivalent (FTE) basis.

\$110,000

b. Other Federal internal costs.

\$205,000

c. Proposed payments to members.

\$0

d. Proposed number of members.

25 members

e. Reimbursable costs.

\$0

2. If Applicable, the Total Dollar Value of Grants Expected To Be Recommended During the Fiscal Year

N/A

3. Criteria for Selecting Members To Ensure the Committee Has the Necessary Expertise and Fairly Balanced Membership

To select members, FTA will evaluate potential members based on the following criteria:

—Knowledge of trends and issues related to rail transit and/or bus transit safety

—Experience in the rail transit and/or bus transit

—Leadership and organizational skills

—Region of the country represented

—Overall balance of industry representation

Members will provide a broad representation of points of view of the transit industry, including academia, large and small rail and bus agencies, state departments of transportation and state safety oversight agencies, labor organizations, and other key industry stakeholders.

4. List of All Other Federal Advisory Committees of the Agency

Working Group on Covered Resources Unmanned and Autonomous Flight Advisory Committee

United States Merchant Marine

Academy Board of Visitors

U.S. Maritime Transportation System

National Advisory Committee

U.S. Department of Transportation

Advisory Board

The Beautifying Transportation

Infrastructure Council

Technical Pipeline Safety Standards

Committee

Technical Hazardous Liquid Pipeline

Safety Standards Committee

Research, Engineering, and

Development Advisory Committee

Railroad Safety Advisory Committee

Passenger Experience Advisory

Committee

National Emergency Medical Services

Advisory Council

National Airspace System Advisory

Committee

National Advisory Committee on Travel

and Tourism Infrastructure

Motorcyclist Advisory Council

Motor Carrier Safety Advisory

Committee

Medical Review Board Advisory

Committee

Intelligent Transportation Systems

Program Advisory Committee

Great Lakes Saint Lawrence Seaway

Development Corporation Advisory

Board

DOT Advisory Committee on Human

Trafficking

Bessie Coleman Women in Aviation

Advisory Committee

Aviation Rulemaking Advisory

Committee

Aviation Consumer Protection Advisory Committee
 Arctic Shipping Federal Advisory Committee
 Aircraft Noise Advisory Committee
 Air Carrier Access Act Advisory Committee

5. Justification That the Information or Advice Provided by the Federal Advisory Committee or Subcommittee Is Not Available From Another Federal Advisory Committee, Another Federal Government Source, or Any Other More Cost-Effective and Less Burdensome Source

TRACS, established by the Secretary in 2009 as a Federal Advisory Committee in accordance with the Federal Advisory Committee Act (FACA), provides information, advice, and recommendations to the Secretary and the FTA Administrator on matters relating to the safety of public transportation systems and reducing the safety risk to both riders and transit workers. The Committee is FTA's only Federal advisory committee and its recommendations and advice are critical to FTA's work on public transportation safety and cannot be obtained through another federal advisory committee or Federal Government source. Its work is unique, the most cost effective and least burdensome source.

6. If the Consultation is a Committee Renewal, a Summary of the Previous Accomplishments of the Committee and the Reasons It Needs To Continue

Since its inception, TRACS has submitted 16 reports to FTA with recommendations and advice on safety-related matters critical to the public transportation industry. The Committee works cooperatively and collaboratively to address transit safety and other issues by identifying the best solutions based on agreed upon facts and identifying proposed regulatory provisions to implement those solutions. The Committee has provided more than 100 recommendations covering broad topics such as improving safety culture and implementation of Safety Management Systems, and highly specialized topics such as effective employee reporting systems, fitness for duty programs, and fatigue management safety issues. To date, FTA has implemented more than 30 TRACS recommendations. TRACS is the most essential source for the transit industry's perspective related to public transportation safety and security; and its work is critical to the Federal Transit Administration's work on safety and security.

7. Explanation of Why the Committee/ Subcommittee Is Essential to the Conduct of Agency Business

TRACS is essential to the conduct of FTA's business related to safety. It exists at the discretion of the Secretary, the Administrator, or their designees and TRACS can undertake information-gathering activities as necessary to carry out its taskings, to define issues for consideration by the Committee, to develop positions on those issues, and to present the Committee's positions to the Administrator and the Secretary. Additionally, TRACS is essential to FTA business due to its ability to provide information, advice, and recommendations related to taskings from the Administrator. More importantly, TRACS is essential for its ability to independently evaluate economic, technological, and institutional developments related to transit safety and then submit its recommendations to the Administrator on innovative ideas and approaches for Federal policies and programs. The Administrator and the Secretary can select and implement from among the numerous recommendations made by TRACS.

In conclusion, this public interest determination documents that renewing the committee is in the public interest, essential to the conduct of agency business, and that the information to be obtained is not already available through another advisory committee or source within the Federal Government. (Authority: 49 U.S.C. 5329; 49 CFR 1.91)

Jamie D. Pfister,

Acting Executive Director.

[FR Doc. 2026–20306 Filed 10–2–26; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA–2026–0133]

Notice of Buy America Waiver for North County Transit District DMU Replacement Parts

AGENCY: Federal Transit Administration, Department of Transportation (“DOT”).

ACTION: Notice of Buy America waiver.

SUMMARY: The Federal Transit Administration (“FTA”) is granting a waiver of Buy America domestic preferences for North County Transit District (“NCTD”) to procure certain replacement parts for twelve Siemens Desiro series diesel multiple unit (“DMU”) vehicles.

DATES: The waiver is applicable on October 5, 2026.

FOR FURTHER INFORMATION CONTACT: Jaamal Jennings, FTA Attorney-Advisor, Jaamal.Jennings@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

With certain exceptions, Buy America prohibits FTA from obligating funds for a project unless the steel, iron, manufactured goods, and construction materials used in the project are produced in the United States. 49 U.S.C. 5323(j); Public Law 117–58, 70914. FTA may waive Buy America requirements for a product if, among other reasons, a compliant version of an item is not produced in a sufficient and reasonably available amount or is not of a satisfactory quality. *See* 49 U.S.C. 5323(j)(2)(B). FTA cannot deny a request for a waiver unless it can provide the waiver requester with a written certification that (1) the item is produced in the United States in a sufficient and reasonably available amount; (2) the item produced in the United States is of a satisfactory quality; and (3) FTA's certification includes a list of known manufacturers in the United States from which the item can be obtained. *See* 49 U.S.C. 5323(j)(6)(A).

North County Transit District (“NCTD”) is the owner and operator of the Sprinter light rail service, which runs 22 miles from Oceanside to Escondido in San Diego County, California, with 15 passenger stations. The fleet consists of 12 Siemens Desiro series DMUs procured in 2003 pursuant to a previous Buy America waiver. On April 10, 2025, NCTD issued a solicitation for 27 kinds of replacement parts for the DMUs. A single bidder responded, representing it could comply with Buy America for 12 of the parts specified in the RFP and could not comply for 15 other parts. Following the RFP, NCTD submitted a supplier scouting opportunity (scouting number 2025–368) through the National Institute of Standards and Technology Manufacturing Extension Partnership (“NIST–MEP”) in compliance with Section 70916(c) of the Build America, Buy America Act (Pub. L. 117–58, November 15, 2021). NIST–MEP identified no manufacturer matches for the opportunity. FTA had previously waived the Buy America requirements for certain replacement parts for the DMU vehicles in 2016. 81 FR 89570 (Dec. 12, 2016).

Proposed Waiver and Request for Comments

On June 30, 2026, FTA published in the **Federal Register** a request for