

SUMMARY: On August 11, 2026, the Under Secretary of State for Management signed a delegation of authority to the Director and Deputy Director of the Office of Presidential Appointments, as set out below.

DATES: The Under Secretary for Management signed the delegation of authority on August 11, 2029.

FOR FURTHER INFORMATION CONTACT: Alice Kottmyer, Attorney-Adviser, L/M, 202-679-8083, kottmyeram@state.gov.

SUPPLEMENTARY INFORMATION:

Delegation of Authorities and Functions Involving Administration of the Office of Presidential Appointments Programs

By virtue of the authority vested in me by the Secretary of State in Delegation of Authority 514, and to the extent authorized by law, I hereby delegate to the Director of the Office of Presidential Appointments (“the Director”), and the Deputy Director of the Office of Presidential Appointments (“the Deputy Director”) consistent with the duties of their office as outlined in the Foreign Affairs Manual and Foreign Affairs Handbook, the functions and authorities related to the programs, laws and regulations administered by or relating to the substantive specialty of the office as follows:

1. The authority to prescribe regulations and approve exceptions arising under laws administered by or relating to the programs of the Office of Presidential Appointments.

2. The authority to approve Minister-Counselor and Counselor diplomatic title exception requests where the lack of such title would constitute a major impairment to the effective performance of the member’s duties or the function of the mission.

3. The authority to approve accreditation of persons who are not U.S. government employees abroad (including U.S. government personal services contractors; commercial contractors performing business on behalf of the U.S. government; and grantees).

4. The role of Custodian of the Great Seal of the United States, including all functions related to the operation of the Great Seal and maintenance of the press.

Technical Provisions

The Secretary, Deputy Secretary, Deputy Secretary for Management and Resources, and the Under Secretary for Management, may at any time exercise the functions herein delegated.

Any actions related to the functions described herein that may have been taken prior to the date of this delegation of authority by the Office of Presidential

Appointments consistent with their duties as outlined in the Foreign Affairs Manual or Foreign Affairs Handbook, are hereby affirmed and ratified. Such actions shall remain in force as if taken under this delegation of authority, unless or until such actions are rescinded, amended, or superseded.

Any act, executive order, regulation, manual or procedure subject to, affected, or incorporated by, this delegation shall be deemed to be such act, executive order, regulation, manual or procedure as amended from time to time. As used in this delegation of authority, the word “function” includes any duty, obligation, power, authority, responsibility, right, privilege, discretion, or activity.

Signed on August 11, 2026, by Jason Evans, Under Secretary for Management.

(Authority: 22 U.S.C. 2651a.)

Alice M. Kottmyer,

Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State.

[FR Doc. 2026–21412 Filed 10–19–26; 8:45 am]

BILLING CODE 4710–05–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2026–0100]

Parts and Accessories Necessary for Safe Operation; Application for an Exemption From Grote Industries, LLC

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of availability of supplemental information; request for comments.

SUMMARY: This notice advises the public of new information that FMCSA believes is relevant to the application from Grote Industries, LLC (Grote) for an exemption from the requirement that exterior lighting devices on commercial motor vehicles (CMVs) be steady-burning. If granted, the exemption would allow motor carriers to operate CMVs equipped with auxiliary warning lamps controlled by Grote’s Rear-End Collision Warning (RCW) system. Following publication of the Agency’s notice seeking comment, Grote provided additional information to FMCSA staff concerning the design and operation of the RCW system, including the color and activation sequence of the auxiliary warning lamps, the interaction between the RCW and brake-activated warning functions, system operation on

combination vehicles, and the operation of the radar detection system. FMCSA is making this supplemental information available in the docket and provides an opportunity for public comment.

DATES: Comments must be received on or before November 19, 2026.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2026–0100 by any of the following methods:

- **Federal eRulemaking Portal:** www.regulations.gov. See the Public Participation and Request for Comments section below for further information.

- **Mail:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58–213, West Building, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** 1200 New Jersey Avenue SE, W58–213, West Building, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** (202) 493–2251.

- Each submission must include the Agency name and the docket number (FMCSA–2026–0100) for this notice. Note that DOT posts all comments received without change to www.regulations.gov, including any personal information included in a comment. Please see the Privacy Act heading below.

Privacy Act: In accordance with 49 U.S.C. 31315(b), DOT solicits comments from the public to better inform its exemption process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice DOT/ALL–14 FDMS (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edit and are searchable by the name of the submitter.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, FMCSA; MCPSV@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

FMCSA encourages interested persons to participate in this proceeding by submitting comments and related materials regarding Grote’s supplemental information discussed in this notice.

A. Submitting Comments

If you submit a comment, please include the docket number for this

notice (FMCSA–2026–0100), indicate the specific section of this document to which the comment applies, and provide a reason for your suggestions or recommendations. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2026-0100/document>, click on this notice, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable.

B. Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the notice. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this notice.

C. Viewing Comments and Documents

To view comments, as well as any documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, insert FMCSA–2026–0100 in the keyword box, select the document tab and choose the document to review. To view comments, click this notice, then click “Browse Comments.” If you do not have access to the internet, you may view the docket by visiting Dockets Operations in the DOT West Building, 1200 New Jersey Avenue SE, W58–213, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant’s safety analysis. The Agency must provide an opportunity for public comment on the request.

The Agency reviews the application, safety analyses, and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved absent such exemption, pursuant to the standard set forth in 49 U.S.C. 31315(b)(1). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision(s) from which the exempted party will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR 381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)).

III. Background

On December 10, 2025, Grote submitted an application for a five-year exemption from 49 CFR 393.25(e), which generally requires exterior lamps on CMVs to be steady-burning. Grote requested the exemption on behalf of motor carriers seeking to use auxiliary warning lamps in conjunction with Grote’s RCW system. Grote’s application described one or more auxiliary lamps positioned on the rear or sides of a CMV or trailer. The application described a rear-facing radar system that calculates the time-to-collision (TTC) of vehicles

approaching from behind and also contemplated use of the system on the side of a CMV for side-impact protection during parking maneuvers.

In its application, Grote stated that the RCW signal circuit would activate when TTC was less than or equal to a threshold corresponding to a substantial risk of an impending collision, typically between 2.1 and 4.0 seconds. Grote proposed two possible auxiliary-lamp operating sequences. Under one sequence, red lamps would flash between four and sixteen times during a four-second period and then burn steady red while the RCW signal remained active. Under the alternative sequence, amber lamps would operate as SAE J595 Class 3 or Class 2 strobe lamps for up to four seconds and then burn steady red while the RCW signal remained active. Grote further stated that the auxiliary lamps could also be used in combination with brake and marker signal circuits.

On February 9, 2026, FMCSA published a notice of Grote’s application and requested public comment (91 FR 5798). The notice described the RCW system as activating the auxiliary lamps when a TTC threshold was reached and stated that, following the initial flashing or strobing sequence, the lamps would burn steady red while the collision risk persisted.

On March 4, 2026, FMCSA extended the comment period by 60 days, through May 10, 2026, after the Commercial Vehicle Safety Alliance requested additional time to review the application (91 FR 10674).

During the comment period, interested parties raised questions and concerns regarding, among other issues, the relationship between the proposed RCW system and forward collision warning technology, the meaning conveyed to following motorists by the auxiliary warning lamps, and the proposed transition from flashing or strobing warning lamps to a steady-burning red indication. CVSA expressed concern that following motorists could interpret steady-burning red lamps as an indication that the CMV was braking and recommended that the RCW system not transition from flashing amber to steady-burning red for a warning condition unrelated to brake application.

IV. Supplemental Information Provided by Grote

Following the close of the comment period, FMCSA staff sought clarification from Grote regarding the design and operation of the RCW system. FMCSA’s questions addressed the operation and sequencing of the auxiliary warning

lamps, the relationship between the RCW function and Grote's auxiliary brake-warning function, the priority between those functions when both are activated, installation on various CMV types and combinations, and operation of the radar detection system.

Grote subsequently provided the following supplemental information:

A. RCW Warning-Lamp Operation and Color

Grote clarified that when operating as part of the RCW system, the auxiliary warning lamps pulse in amber for up to four seconds with each activation of the RCW signal circuit and do not transition to a steady-burning red indication. Grote explained that the transition from amber pulsation to steady-burning red is associated with the brake-activated auxiliary pulsating lamp function, not the RCW warning function.

This supplemental information differs from the description in the original application and February 9, 2026, notice, which stated that after the initial flashing or strobing RCW warning sequence, the auxiliary lamps would transition to steady-burning red while the RCW signal remained active.

B. Functional Priority and Interaction With Auxiliary Brake-Activated Warning Lamps

Grote explained that the RCW system uses the same auxiliary lamps used by its brake-activated auxiliary pulsating lamp system.

When an RCW event and a braking event occur at the same time, Grote stated that the brake-activated function takes precedence over the RCW function. Thus, when the service brakes are applied during an RCW event, the auxiliary lamps would transition from the RCW warning sequence to the applicable brake-activated warning sequence. Any steady-burning red indication would therefore be associated with brake application rather than with the RCW warning function.

The original application stated generally that the RCW auxiliary lamps could be used in combination with brake and marker signal circuits but did not describe the operational priority between those functions. Grote's supplemental explanation provides additional information concerning that hierarchy.

C. Radar Detection and Activation

Grote stated that the RCW system uses a self-contained, rear-facing radar system capable of detecting approaching vehicles at distances of approximately 200 meters. The system continuously evaluates the relative motion of an

approaching vehicle and calculates TTC. When the calculated TTC reaches the programmed activation threshold, the RCW system automatically activates the auxiliary amber warning lamps.

Grote further stated that the RCW system does not require the CMV driver to activate or otherwise interact with the system and that operation of the RCW radar would not interfere with other radar-based vehicle detection systems.

D. Scope and Combination Vehicles

Grote clarified that it intends the requested exemption to apply to all CMVs. For combination vehicles consisting of more than one trailing unit, including doubles and triples, Grote stated that the RCW system would be installed and operated on the rear-most unit of the combination.

E. Supplemental Materials

FMCSA has placed in the docket a memorandum summarizing the meeting between FMCSA staff and Grote during which Grote provided the operational clarifications described above. The memorandum also includes a chart provided by Grote illustrating the operation of the RCW system and its interaction with the brake-activated auxiliary lamp function.

The memorandum to the docket is titled "Ex Parte Communication with Grote Industries, LLC Regarding Rear-End Collision Warning Lamp System."

V. Reopening of Comment Period and Request for Comments

FMCSA believes interested persons should have an opportunity to review and comment on this new information before the Agency makes a decision on Grote's exemption request. Comments submitted in response to this notice must be limited to addressing any relevant information summarized in this notice and in the Memorandum to the Docket identified above. Comments addressing other matters will not be considered by FMCSA.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2026-21390 Filed 10-19-26; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2008-0065]

Notice of Petition for Extension of Special Approval

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This document provides the public notice that the Maryland Department of Transportation Maryland Transit Administration MARC Train Service (MACZ), petitioned FRA to extend a special approval of an alternate standard for periodic brake equipment maintenance.

DATES: FRA must receive comments on the petition by December 21, 2026. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT:

Steven Zuiderveen, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202-493-6337, email: steven.zuiderveen@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated April 27, 2026, MACZ petitioned FRA for an extension of a special approval of an alternate standard for periodic brake equipment maintenance per 49 CFR parts 229 (Railroad Locomotive Safety Standards) and 238 (Passenger Equipment Safety Standards). The relevant Docket Number is FRA-2008-0065.

Specifically, MACZ requests approval to continue applying alternate standards for the CCB-KE-3.9 air brake system of the MARC HHP-8 locomotive fleet. This alternate standard to 49 CFR 229.29(e), *Air brake system calibration, maintenance, and testing*, and 238.309(a)(2), *Periodic brake equipment maintenance—General*, allows for an increase in the level two and level three maintenance intervals to 2,944 days (8 years). MACZ explains that it continues