

maintain possession of the required documentation, including a valid State driver's license, valid CLP, documentation demonstrating successful completion of the CDL skills test, and a copy of the FMCSA exemption, and ensure that these documents are accessible in the event of an inspection by authorized Federal, State, or local enforcement officials. PAM would document operations under the exemption and continuously monitor the safety performance of the CLP holder and adds that any driver who becomes ineligible under the conditions of the exemption would be immediately removed from operation under the exemption.

A copy of PAM's application for exemption is available for review in the docket for this notice.

IV. Request for Comments

In accordance with 49 U.S.C. 31315(b), FMCSA requests public comment from all interested persons on PAM's application for an exemption from the requirement that a CLP holder be accompanied by a CDL holder with the proper CDL class seated in the front seat while the CLP holder operates the CMV. All comments received before the close of business on the comment closing date will be considered and will be available for examination in the docket at the location listed under the Addresses section of this notice. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable. In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

Larry W. Minor,
Associate Administrator for Policy.

[FR Doc. 2026-21906 Filed 10-26-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2026-1717]

Notice of Intent To Establish a Negotiated Rulemaking Advisory Committee for Tire Safety; Request for Comments and Solicitation of Nominations for Membership

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

ACTION: Notice of intent to establish a Negotiated Rulemaking Advisory Committee for Tire Safety; request for comments; solicitation of nominations for membership.

SUMMARY: NHTSA announces its intent to form a Negotiated Rulemaking Advisory Committee for Tire Safety. The committee will advise the Secretary on tire safety matters through a negotiated rulemaking process. The committee will terminate when its stated objectives have been accomplished (*i.e.*, the committee submits its recommendations to the Secretary) or upon the expiration of a period not to exceed two years, unless the charter is renewed by the Secretary. This notice seeks public comment on the proposed establishment of this committee and its proposed membership. This notice also requests nominations for membership on the committee.

DATES: Comments on the intent to establish the committee and the proposed membership must be received by November 27, 2026. Applications for membership must be received by NHTSA on or before 5 p.m. ET November 27, 2026.

ADDRESSES: You may submit comments to the docket number identified in the heading of this document by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting.

- **Mail:** Docket Management Facility, M-30, U.S. Department of Transportation, West Building, Ground Floor, Rm. W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

If you wish to apply for membership, your application should be submitted to: **Email:** tiresfac@dot.gov. **Mail:** Use overnight mail only and send to: U.S. Department of Transportation, National Highway Traffic Safety Administration, Office of Rulemaking, Attn: Negotiated Rulemaking Committee for Tire Safety, 1200 New Jersey Avenue SE, Washington, DC 20590. The committee charter can be found in the docket to this notice.

FOR FURTHER INFORMATION CONTACT: For committee-related issues, please contact Hisham Mohamed, Chief, Vehicle Dynamics Division, Office of Crash Avoidance, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; email: hisham.mohamed@dot.gov. For legal questions, please contact Ella Hood, Attorney-Advisory, Office of the Chief Counsel, National Highway Traffic Safety Administration, 1200 New Jersey

Avenue SE, Washington, DC 20590; email: ella.hood@dot.gov.

SUPPLEMENTARY INFORMATION:

Background: NHTSA announces its intent to establish a Negotiated Rulemaking Committee for Tire Safety in accordance with the Negotiated Rulemaking Act, 5 U.S.C. 561, *et seq.* and the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C. ch. 10. In a negotiated rulemaking, an agency invites representatives of interested parties likely to be significantly affected by a regulation to work with each other and the agency on an advisory committee to seek to reach consensus recommendations on the appropriate resolution of the issues before the committee. If a consensus is reached, the Department will issue a proposed rule consistent with that consensus for public comment under established rulemaking procedures.

This committee would be formed to assist NHTSA, an operating administration of the Department, with the development of consensus recommendations to inform a rulemaking proposal to modernize existing tire requirements and test procedures under the National Traffic and Motor Vehicle Safety Act (49 U.S.C. 30101 *et seq.*) and the Transportation Recall Enhancement, Accountability, and Documentation Act (TREAD), Public Law 106-414. Specifically, the committee would be tasked with developing a detailed term sheet consisting of consensus recommendations to inform the agency's rulemaking proposal.

Consistent with its authority, NHTSA has determined that establishing a negotiated rulemaking committee is necessary and in the public interest based on agency regulatory review activities and stakeholder feedback. Previous actions included a prior request for comments concerning existing rules and agency actions that are candidates for repeal, replacement, suspension, or modification. Specifically, NHTSA issued an Advance Notice of Proposed Rulemaking (ANPRM) seeking public comment on the continued necessity and effectiveness of current Federal Motor Vehicle Safety Standards for tires.¹ In response, the agency received comments from stakeholders highlighting the need to lower regulatory burdens and increase safety effectiveness by addressing existing and longstanding performance requirements, such as the tire strength (plunger energy) tests, bead unseating resistance tests, and tire

¹ Federal Motor Vehicle Safety Standards; Tires, 84 FR 69698 (Dec. 19, 2019).

endurance tests currently found in FMVSS Nos. 109, 119, and 139.² Furthermore, NHTSA has received official requests for interpretation—such as a recent inquiry from Goodyear Tire and Rubber Co. regarding the marking and testing of “Extra Load” passenger tires with a maximum inflation pressure of 350 kPa—demonstrating ambiguities in applying current load classification standards to modern tire designs.³ These comments and requests underscore the limitations of the existing regulatory framework.

The agency initiated a rulemaking action (RIN 2127–AL96) in the Spring 2018 Unified Agenda of Regulatory and Deregulatory Actions (“Unified Agenda”). As detailed in the Unified Agenda abstract for this RIN, the scope of the potential rulemaking and committee discussions would focus on tire testing as well as other tire-related issues.⁴ Through this negotiated rulemaking process, NHTSA would work collaboratively with interested stakeholders to address various topics of modernization. For tire testing, committee discussions would focus on the continued necessity and effectiveness of the tire strength test (plunger energy), the bead unseating resistance test, and the tire endurance test (chunking). For other tire-related issues, the committee would evaluate broader regulatory topics, including the incorporation of non-pneumatic tires, modernization of tire markings, and a specific petition from the Tire and Rim Association (TRA) regarding the inclusion of Load Range F light truck tires in FMVSS No. 139.⁵ Prior comments received from the public have also allowed the agency to identify interested stakeholders that might participate in the negotiated rulemaking process.⁶

Proposed Agenda and Schedule: The committee would establish a working schedule to develop a rulemaking proposal within its chartered duration.

In accordance with FACA, the charter shall terminate two years after the date on which the charter is filed, unless it is renewed by the Secretary. To ensure the committee timely completes its work within its two-year duration, NHTSA intends to publish a Notice of Proposed Rulemaking (NPRM) promptly after the committee submits its consensus recommendations, the Secretary approves them either as submitted or in modified form, and after appropriate consultation with the Office of Information and Regulatory Affairs. The Agency expects that the committee will finalize its deliberations and provide its detailed term sheet within the active period of its charter.

The proposed agenda would include the drafting of a consensus report recommending specific regulatory updates. The committee would meet approximately four times per year with additional meetings as necessary to meet assigned tasks. Committee members would be provided with advance notice of any need to increase meeting frequency, and all meeting dates would be published in advance in the **Federal Register** in accordance with FACA requirements. Meetings would be open to the public and held virtually (or in a hybrid forum that does not require additional use of Federal funds), unless otherwise approved by the Secretary.

Administrative Support: NHTSA would provide the necessary administrative support for the committee. This would include meeting facilities, virtual meeting access capabilities, technical assistance, and document management. In addition, NHTSA would procure the services of a neutral facilitator to manage the committee meetings and assist the members in reaching consensus. Committee members would not receive pay or other compensation for their committee service.

Interests Significantly Affected and Membership: NHTSA has determined that establishing a negotiated rulemaking committee is in the public interest and that there are identifiable interests that would be significantly affected by the rulemaking. These groups include those that manufacture and sell tires in the United States, as well as groups that focus on engineering, safety, and general standard setting. To ensure a range of views among these groups, the agency proposes that the committee would consist of up to 18 members qualified to serve based on their expertise, training, experience, and ability to represent one of the identified categories. In general, appointments would reflect a balance of views and professional backgrounds.

Due to the various groups identified and the desired number of representatives from each, no single group would have a controlling stake in the committee, and the approach would be to achieve consensus on any topic discussed or recommendation produced. The Secretary of Transportation would appoint each member for a single term of two years or until the completion of committee activities, whichever is sooner, unless otherwise renewed in accordance with FACA. All members serve at the pleasure of the Secretary, who may appoint a member or terminate any member’s tenure at his discretion. The Secretary also may extend appointments and may appoint replacements for members who resign outside a stated term, as necessary.

Pursuant to 5 U.S.C. 564(a)(4), NHTSA proposes representation from the following groups to reflect the interests significantly affected by this rulemaking:

- Four representatives from tire manufacturers or tire retailers;
- Two representatives from national motor vehicle manufacturers;
- Four representatives from national motor vehicle or motor vehicle equipment manufacturing associations;
- Two representatives from national motor vehicle or motor vehicle equipment safety organizations;
- Three representatives from educational or research institutions, or testing organizations within the United States; and
- Three representatives from national professional engineering associations or standard-setting associations.

Anyone who feels these categories do not fully represent their interests should detail their reasoning in their comment or membership application. NHTSA requests comments and suggestions regarding its tentative list of significantly affected stakeholder categories from which potential members of the committee may be selected.

Consistent with the Negotiated Rulemaking Act, the committee will also include a representative from NHTSA who will participate fully in the committee’s deliberations and is authorized to represent the agency in discussions and negotiations. (5 U.S.C. 566(b)).

Process and Deadline for Submitting Comments and Nominations: As part of establishing the committee, NHTSA is seeking public feedback. NHTSA welcomes public reviews of all aspects of the negotiated rulemaking committee described in this Notice, and requests comments specifically on (1) the

² See Docket No. NHTSA–2019–0011, available at <https://www.regulations.gov>.

³ Nat’l Highway Traffic Safety Admin., Interpretation Letter No. NCC–240112 (Aug. 8, 2024), <https://www.nhtsa.gov/interpretations/ncc-240112-goodyear-tire-and-rubber-co>.

⁴ See Spring 2018 Unified Agenda of Regulatory and Deregulatory Actions, RIN 2127–AL96, available at <https://www.reginfo.gov/public/do/eAgendaViewRule?pubId=201804&RIN=2127-AL96>.

⁵ A separate rulemaking action is planned to address TRA petitions regarding the recognition of 250 kPa and 290 kPa (standard/extra load inflation pressures) and 415 kPa for T-type temporary spare tires. This planned rulemaking action would also address the requirements that tubeless tires be labeled “tubeless,” radial tires be labeled “radial,” and tires be labeled with the number of plies in the sidewall and tread area.

⁶ *Supra* note 2.

proposed scope of the committee and (2) the proposed balance of representation on the committee. NHTSA will consider the comments and information received in establishing its Negotiated Rulemaking Advisory Committee for Tire Safety.

Applications from interested individuals. To be considered for appointment, qualified applicants are invited to self-nominate or be nominated by any stakeholder or stakeholder organization by submitting the following information:

- Name, title, and relevant contact (including phone, fax (if available), and email address) of the nominee and a description of the interests the applicant or nominee shall represent;
- A letter of support from a company, association, academic or nonprofit organization on letterhead authorizing the applicant or nominee to represent parties related to the interest the person proposes to represent;
- Short biography of the nominee, including professional and academic credentials; and
- A written commitment that the applicant or nominee shall actively participate in good faith in the development of the rule under consideration.

Each applicant must identify the category that he or she seeks to represent. Members should be senior level officials who are authorized to participate on the committee by their organizations and who either are experts on vehicle lighting with respect to the topics of interest to their organizations or who have access to such experts. Individuals applying for membership should keep in mind that committee members are representing a class of interests based on the sector identified and should be prepared to participate in committee activities from that perspective.

Materials submitted should total two pages or less. An applicant should include his or her full legal name and date of birth in the application. Evaluations will be based on publicly available information and the materials submitted. Submissions must be sent to the location listed in the **ADDRESSES** section by the deadline listed in the **DATES** section. Applicants selected for appointment to the committee will be notified by return email and by letter of appointment.

Authority: Issued under authority in 49 CFR 1.95.

Jonathan Morrison,
Administrator.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[DOT-NHTSA-2026-2113]

National Emergency Medical Services Advisory Council Notice of Public Meeting

AGENCY: National Highway Traffic Safety Administration, U.S. Department of Transportation (DOT).

ACTION: Notice of public meeting.

SUMMARY: This notice announces a meeting of the National Emergency Medical Services Advisory Council (NEMSAC).

DATES: This meeting will be transmitted via virtual interface and is scheduled to be held on November 4, 2026, from 1:00 p.m. to 5:00 p.m. ET. Pre-registration is required to attend the meeting. Once registered, a link permitting access to the meeting will be distributed to registrants by email. If you wish to speak during the meeting, you must submit a written copy of your remarks to DOT by October 26, 2026.

ADDRESSES: General information about the Council is available on the NEMSAC internet website at www.ems.gov. The registration portal and meeting agenda will be available on the NEMSAC internet website at www.ems.gov at least one week in advance of the meeting.

FOR FURTHER INFORMATION CONTACT: The Office of Emergency Medical Services, National Highway Traffic Safety Administration, U.S. Department of Transportation is available by email at NEMSAC@dot.gov. Any committee-related requests should be sent to the email address listed in this section.

SUPPLEMENTARY INFORMATION:

I. Background

NEMSAC is authorized under Section 31108 of the Moving Ahead for Progress in the 21st Century Act of 2012, codified at 42 U.S.C. 300d-4 as a Federal Advisory Committee. The purpose of NEMSAC is to serve as a nationally recognized council of emergency medical services (EMS) representatives to provide advice to and consult with:

- a. The Federal Interagency Committee on Emergency Medical Services (FICEMS) on matters relating to EMS issues; and
- b. The Secretary of Transportation on matters relating to EMS issues affecting DOT.

NEMSAC provides an important national forum for the non-Federal deliberation of national EMS issues and serves as a platform for advice on DOT's

national EMS activities. NEMSAC also provides advice and recommendations to the FICEMS.

II. Agenda

At the meeting, the agenda will cover the following topics:

- NHTSA Initiatives
- Updates from Federal Partners
- FICEMS Strategic Plan for National Implementation of Prehospital Blood Transfusion
- Request for Consultation and Advice
- General Informational Sessions
- Strategic Planning for NEMSAC
- Public Comment Period

III. Background on FICEMS Strategic Plan for National Implementation of Prehospital Blood Transfusion

Severe bleeding is the leading cause of preventable death in trauma patients. Evidence demonstrates that prompt prehospital blood transfusion can save an estimated 37 percent of trauma patients experiencing severe bleeding, whereas every minute of delay increases mortality risk by 11 percent. The draft FICEMS Strategic Plan for National Implementation of Prehospital Blood Transfusion (2026–2028) aims to prevent 10,000 deaths annually and achieve a 5 percent reduction in overall trauma mortality from severe bleeding by 2028.

The Council will deliberate on a letter from the Designated Federal Officer requesting consultation and advice on the FICEMS Strategic Plan for National Implementation of Prehospital Blood Transfusion. The Council will also deliberate on the Request for Information (RFI) published in the **Federal Register** on October 5, 2026. The RFI solicits public comments on feasibility, operational challenges, data linkage, and logistics associated with meeting the following national targets (key performance indicators or KPIs) across three core pillars:

Goal 1: Integrated Informatics

Pediatric Pre-Arrival Instructions: Increase the percentage of children with life-threatening bleeding post-crash receiving 911 pre-arrival instructions from a calendar year (CY) 2025 baseline of 20 percent to a 2028 target of 25 percent.

Overall Pre-Arrival Instructions: Increase the percentage of all patients with life-threatening bleeding post-crash receiving 911 pre-arrival instructions from a CY 2025 baseline of 20 percent to a 2028 target of 25 percent.

Goal 2: Systems Innovation

Ground EMS Agency Programs: Expand the total number of ground EMS