

further vehicle modifications are covered under this exemption.

3. Loomis must comply with all other applicable Federal Motor Carrier Safety Regulations (49 CFR parts 350–399).

#### C. Preemption

In accordance with 49 U.S.C. 31315(d), as implemented by 49 CFR 381.600, during the period this exemption is in effect, no State shall enforce any law or regulation applicable to interstate commerce that conflicts with or is inconsistent with this exemption with respect to a firm or person operating under the exemption. States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.

#### VII. Termination

The exemption will be revoked if: (1) Loomis fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of Title 49, chapter 313 or section 31136.

**Derek D. Barrs,**  
*Administrator.*

[FR Doc. 2026–21950 Filed 10–27–26; 8:45 am]

**BILLING CODE 4910–EX–P**

### DEPARTMENT OF TRANSPORTATION

#### Federal Transit Administration

#### Transfer of Federally Assisted Property

**AGENCY:** Federal Transit Administration (FTA), United States Department of Transportation (USDOT).

**ACTION:** Notice of Intent (NOI) to Transfer Federally Assisted Land or Facility.

**SUMMARY:** The Federal Transit Administration (FTA) issues this notice to advise Federal agencies that New Jersey TRANSIT (NJ TRANSIT) intends to transfer a 2.17-acre portion of a 9.27-acre parcel to the Jersey City Municipal Utilities Authority (JCMUA).

**DATES:** Any Federal agency interested in acquiring the Subject Property must notify the FTA Region II Office of its interest no later than November 27, 2026.

**ADDRESSES:** Interested parties should notify FTA Region II by writing to Michael Culotta, Regional Administrator, Federal Transit Administration, One Bowling Green, Room 428 New York, NY 10004.

#### FOR FURTHER INFORMATION CONTACT:

Michael Culotta, Regional Administrator, Federal Transit Administration, One Bowling Green, Room 428, New York, NY 10004, or at (212) 668–2170.

**SUPPLEMENTARY INFORMATION:** New Jersey TRANSIT (NJ TRANSIT) intends to transfer a 2.17-acre portion of a 9.27-acre parcel (the 2.17-acre portion is referred to herein as the Subject Property) to the Jersey City Municipal Utilities Authority (JCMUA). NJ TRANSIT has not used the Subject Property since the mid-1990s and it has remained vacant. NJ TRANSIT has determined it no longer needs the Subject Property for public transportation purposes, and requests FTA approval to transfer it to the JCMUA if no Federal agency is interested in acquiring the Subject Property for Federal use. JCMUA will utilize the Subject Property for its proposed stormwater pump station, which will assist in alleviating flooding in parts of Jersey City, NJ.

#### Background

Federal public transportation law (49 U.S.C. 5334(h)) sets forth requirements for the transfer of capital assets. Specifically, if a recipient of FTA assistance decides an asset acquired with assistance under 49 U.S.C. Chapter 53 is no longer needed for the purpose for which it was acquired, FTA may authorize the recipient to transfer the asset to a local governmental authority to be used for a public purpose with no further obligation to the Government. 49 U.S.C. 5334(h)(1)(A).

#### Determinations

FTA may authorize a transfer for a public purpose other than mass transportation only if FTA determines:

- (i) The asset will remain in public use for at least five (5) years after the date the asset is transferred;
- (ii) There is no purpose eligible for assistance under Chapter 53 of title 49, United States Code, for which the asset should be used;
- (iii) The overall benefit of allowing the transfer is greater than the interest of the Government in liquidation and return of the financial interest of the Government in the asset, after considering fair market value and other factors; and
- (iv) Through an appropriate screening or survey process, that there is no interest in acquiring the asset for Government use if the asset is a facility or land.

FTA has determined the above requirements (i), (ii), and (iii) have been met.

#### Federal Interest in Acquiring Land or Facility

This Notice implements the requirements of 49 U.S.C. 5334(h)(1)(A)(iv). Accordingly, FTA hereby provides notice of the availability of the Subject Property further described below. Any Federal agency interested in acquiring the Subject Property should promptly notify the FTA. If no Federal agency is interested in acquiring the Subject Property, FTA will transfer the property.

#### Additional Description of Land

The Subject Property is a 2.17 acre unimproved parcel located at 510 Pacific Avenue, Jersey City, in the County of Hudson, New Jersey, Block 15801, Part of Lots 2 & 65.

*Authority:* 49 U.S.C. 5334(h), 49 CFR 1.91.

**Michael Culotta,**

*Regional Administrator, Region II.*

[FR Doc. 2026–21945 Filed 10–27–26; 8:45 am]

**BILLING CODE 4910–57–P**

### DEPARTMENT OF TRANSPORTATION

#### National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–2344]

#### Denial of Motor Vehicle Defect Petition, DP26–004

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Notice of denial of a petition for a defect investigation.

**SUMMARY:** This notice sets forth the reasons for the denial of a defect petition, DP26–004, submitted by Mr. Richard De Leon (the Petitioner) to NHTSA (the Agency) by letter received December 22, 2025. The petition requests that the Agency initiate a safety defect investigation into the hydraulic control unit (HCU) for the Anti-lock Braking System (ABS) on the Model Year (MY) 2010 Ford Fusion Hybrid. The petition alleges that an illuminated ABS malfunction indicator lamp (MIL) is associated with a failure of the ABS HCU, resulting in ABS malfunction, loss of traction and electronic stability control functions, and reduced braking performance on slippery road surfaces.

After conducting a technical review of the petition and other information, the Agency concluded that the issues raised by the petition do not warrant a new defect investigation. Accordingly, the Agency denied the petition.

**FOR FURTHER INFORMATION CONTACT:**

David Engel, Vehicle Defect Division C, Office of Defects Investigation, NHTSA, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone: 202-650-3796. Email: [david.engel@dot.gov](mailto:david.engel@dot.gov).

**SUPPLEMENTARY INFORMATION:****Introduction**

Interested persons may petition NHTSA requesting that the Agency initiate an investigation to determine whether a motor vehicle or an item of replacement equipment does not comply with an applicable motor vehicle safety standard or contains a defect that relates to motor vehicle safety. 49 U.S.C. 30162(a)(2); 49 CFR 552.1. Upon receipt of a properly filed petition, the Agency conducts a technical review of the petition, material submitted with the petition, and any additional information. 49 U.S.C. 30162(a)(2); 49 CFR 552.6. The technical review may consist solely of a review of information already in the possession of the Agency, or it may include the collection of information from a motor vehicle manufacturer and other sources. After conducting the technical review and considering appropriate factors, which may include, but are not limited to, the nature of the complaint, allocation of Agency resources, Agency priorities, the likelihood of uncovering sufficient evidence to establish the existence of a defect and the likelihood of success in any necessary enforcement litigation, the Agency will grant or deny the petition. See 49 U.S.C. 30162(a)(2); 49 CFR 552.8.

**Background Information**

The Office of Defects Investigation (ODI) received a petition on December 22, 2025, requesting a defect investigation into the hydraulic control unit (HCU) for the Anti-lock Braking System (ABS) on the MY 2010 Ford Fusion Hybrid.

**Summary of Petition**

The petition alleges that an illuminated ABS MIL is associated with a failure of the ABS HCU, resulting in ABS malfunction, loss of traction and electronic stability control functions, and reduced braking performance, particularly on slippery road surfaces.

**Office of Defects Investigation Analysis**

ODI conducted an analysis of complaints submitted to ODI for the subject vehicle population along with data submitted by Ford. The Petitioner alleged that the condition in the subject vehicles was comparable to the defect

addressed by NHTSA recall No. 19V904, which covered certain MY 2006–2010 Ford Fusion, Mercury Milan, and Lincoln MKZ vehicles. The population of this recall consisted of the non-hybrid variants of these models. The recall addressed a defect where the ABS valves in the HCU could remain stuck open due to a chemical reaction with aged DOT 3 brake fluid, potentially causing extended brake pedal travel and increasing the risk of a crash.<sup>1</sup> No visual or audible warning was presented to the driver in this scenario.

The MY 2010 Ford Fusion Hybrid is equipped with a different brake apply system in which the traditional hydraulic (friction) brakes are blended with the hybrid regenerative brake system. In this system, the brake master cylinder is electrically activated and provides force feedback through the brake pedal to the driver. Unlike the recalled models, Petitioner's 2010 Ford Fusion Hybrid would not experience the same defect, as a stuck-open normally closed valve within its ABS HCU does not result in increased brake pedal travel. This condition is further supported by the relative complaint rates in the two populations: ODI found the complaint rate of the recalled MY 2010 Fusion vehicles was six times higher than that of the subject MY 2010 Fusion Hybrid vehicles, which supports a significant difference in the design and performance of the brake system and components.

As the Petitioner stated, most of the subject hybrid vehicle VOQs cited an illuminated ABS MIL. The vehicles in 19V904 did not present the driver with an illuminated MIL or associated diagnostic trouble code (DTC). Since the MY 2010 Ford Fusion Hybrid presented with a brake MIL, the failure mode differs from that of the non-hybrid population, which did not trigger an illuminated warning light. Additionally, given the age of the subject vehicles (MY 2010), the low complaint volume is consistent with expected wear and tear rather than an actionable safety defect trend.

Due to the age of the vehicles and the lack of an actionable safety defect trend—stemming from differences in the ABS HCU between non-hybrid MY 2010 Ford Fusions and Petitioner's hybrid MY 2010 Ford Fusion—ODI is denying this Defect Petition as it has not found an unreasonable risk to highway safety. The Agency reserves the right to take additional action if warranted by future circumstances. To review the reports

<sup>1</sup> DOT 3 brake fluid is a conventional, glycol-ether-based hydraulic fluid used to transfer force from the brake pedal to a vehicle's brakes.

cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).

Authority: 49 U.S.C. 30162(d) and 49 CFR Part 552; delegation of authority at 49 CFR 1.95(a).<sup>2</sup>

Eileen Sullivan,

Associate Administrator for Enforcement.

[FR Doc. 2026-21957 Filed 10-27-26; 8:45 am]

BILLING CODE 4910-59-P

**DEPARTMENT OF THE TREASURY****Office of Foreign Assets Control****Notice of OFAC Sanctions Action**

**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 the names of one or more persons and vessels that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List (SDN List) based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them. The vessels placed on the SDN List have been identified as property in which a blocked person has an interest.

**DATES:** This action was issued on July 14, 2026. See **SUPPLEMENTARY INFORMATION** for relevant dates.

**FOR FURTHER INFORMATION CONTACT:** OFAC: Associate Director for Global Targeting, 202-622-2420; Assistant Director for Licensing, 202-622-2480; Assistant Director for Sanctions Compliance, 202-622-2490; or <https://ofac.treasury.gov/contact-ofac>.

**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 14, 2026, OFAC determined that the property and interests in property subject to U.S. jurisdiction of the following persons and vessels are blocked under the relevant sanctions authorities listed below.

<sup>2</sup> The authority to determine whether to approve or deny defect petitions under 49 U.S.C. & 30162(d) and 49 CFR part 552 has been further delegated to the Associate Administrator for Enforcement.