

DEPARTMENT OF STATE

[Public Notice: 13145]

Determination Pursuant to Section 451 of the Foreign Assistance Act of 1961

Pursuant to section 451 of the Foreign Assistance Act of 1961 (the “Act”) (22 U.S.C. 2261) and section 1–100(a)(I) of E.O. 12163, I hereby authorize, notwithstanding any other provision of law, the use of up to \$125,000,000 made available to carry out provisions of the Act (other than the provisions of chapter 1 of part I of the Act) to provide assistance authorized by part I of the Act to support exigent energy security needs for partners facing coercive supply cutoffs, market disruptions, and inflated costs.

This Determination and the accompanying Memorandum of Justification shall be promptly reported to the Congress. This Determination shall be published in the **Federal Register**.

Dated: September 25, 2026.

Marco Rubio,

Secretary of State, U.S. Department of State.

[FR Doc. 2026–22252 Filed 10–29–26; 8:45 am]

BILLING CODE 1470–05–P

SURFACE TRANSPORTATION BOARD

Release of Waybill Data

The Surface Transportation Board has received a request from Georgetown University, (WB26–50–09/16/26) for permission to use all fields in the Unmasked Carload Waybill Sample data from 1984 through 2026 inclusive. A copy of this request may be obtained from the Board’s website under docket no. WB26–50.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board’s Office of Economics within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.9.

Any inquiries on this request should be directed to waybill@stb.gov.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2026–22232 Filed 10–29–26; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Meeting of the National Parks Overflights Advisory Group

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of meeting.

SUMMARY: The Federal Aviation Administration (FAA) and the National Park Service (NPS), in accordance with the National Parks Air Tour Management Act of 2000 (NPATMA), announce the next meeting of the National Parks Overflights Advisory Group (NPOAG). This notification provides the date, location, and agenda for the meeting.

DATES: The NPOAG will meet on November 3, 2026, from 10:00 a.m. ET–3:30 p.m. ET.

ADDRESSES: The meeting will take place at the Department of Transportation Volpe Center, 220 Binney St., Cambridge, MA 02142. This NPOAG meeting is open to the public.

FOR FURTHER INFORMATION CONTACT: Sandra Fox, sandra.y.fox@faa.gov; (202) 267–0928; 400 N 8th St., Suite 750, Richmond, VA 23219.

SUPPLEMENTARY INFORMATION:

I. Background

NPATMA, enacted on April 5, 2000, as Public Law 106–181, required the establishment of the NPOAG within one year after its enactment. NPATMA requires that the NPOAG be a balanced group of representatives of general aviation, commercial air tour operations, environmental concerns, and Native American tribes. The Administrator of the FAA and the Director of NPS (or their designees) serve as ex officio members of the group. Representatives of the Administrator and Director serve alternating 1-year terms as chairperson of the advisory group.

The duties of the NPOAG include providing advice, information, and recommendations to the FAA Administrator and the NPS Director on implementation of Public Law 106–181; quiet aircraft technology; other measures that might accommodate interests to visitors of national parks; and at the request of the Administrator and the Director, on safety, environmental, and other issues related to commercial air tour operations over national parks or tribal lands.

II. Agenda for November 3, 2026, NPOAG Meeting

The agenda for the meeting will include, but is not limited to, air tour reporting, competitive bidding, and quiet technology.

III. Attendance at the Meeting and Submission of Written Comments

Although this is not a public meeting, interested persons may attend. Because seating is limited, please contact the person listed under **FOR FURTHER INFORMATION CONTACT** no later than Nov 2, 2026, if you plan to attend so that meeting space may be made to accommodate all attendees. Written comments regarding the meeting will be accepted directly from attendees or may be sent to the person listed under **FOR FURTHER INFORMATION CONTACT**.

IV. Record of the Meeting

If you cannot attend the NPOAG meeting, a summary of the meeting will be made available by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on October 28, 2026.

Eric Elmore,

Senior Policy Advisor, Federal Aviation Administration—Office of Environment and Energy.

[FR Doc. 2026–22242 Filed 10–29–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Safety Advisory 26–01 Overhead Catenary System (OCS) and Pantograph Reliability

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

ACTION: Notice of Safety Advisory.

SUMMARY: The Federal Transit Administration (FTA) is issuing Safety Advisory 26–01 to recommend State Safety Oversight Agencies (SSOAs) direct Rail Transit Agencies (RTAs) within their jurisdiction to use their Safety Management System (SMS) to identify hazards and mitigate risks related to Overhead Catenary System (OCS) and pantograph failures.

FOR FURTHER INFORMATION CONTACT: Isaiah Garcia, Senior Accident Investigator, Office of Transit Safety and Oversight, at Isaiah.Garcia@dot.gov, phone: 202–695–9765.

SUPPLEMENTARY INFORMATION: The FTA is issuing Safety Advisory 26–01 in response to recent OCS and pantograph-

related events that highlight emerging systemic risks across rail transit systems, including structural failures, pantograph entanglements, and downed live wires.

FTA recommends that State Safety Oversight Agencies (SSOAs) direct Rail Transit Agencies (RTAs) within their jurisdiction to use the RTA's Safety Management System (SMS) to review and analyze safety performance data to identify hazards related to OCS and pantograph failures, conduct safety risk assessments, identify new or modified safety risk mitigations as necessary to reduce the associated safety risks, and monitor the effectiveness of those mitigations as part of the RTA's Safety Assurance process.

FTA recommends SSOAs obtain any documentation related to the recommended actions outlined above from their RTAs.

FTA recommends that SSOAs that receive such documentation submit it to the State Safety Oversight Reporting (SSOR) system within 180 days from the issuance of this Safety Advisory.

FTA's Safety Advisory 26–01, "Overhead Catenary System (OCS) and Pantograph Reliability," will be available in its entirety on the agency's public website: <https://www.transit.dot.gov/regulations-and-guidance/safety/fta-safety-advisories>.

Authority: 49 U.S.C. 5329; 49 CFR 1.91 and 670.29.

Jamie D. Pfister,
Acting Executive Director.

[FR Doc. 2026–22168 Filed 10–29–26; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–1321]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; State Data Transfer (SDT)

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

ACTION: Notice and request for comments on a request for renewal with modification of a currently approved information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to

the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. This document describes a collection of information for which NHTSA intends to seek OMB approval on the State Data Transfer (SDT) program for Vehicle Crash Information. A **Federal Register** Notice with a 60-day comment period soliciting comments on this information collection was published on June 25, 2026. NHTSA received one public comment.

DATES: Comments must be submitted on or before November 30, 2026.

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select "Currently under Review—Open for Public Comment" or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Liza Lemaster-Sandbank, Office of State Data Reporting System Division (NSA–0120), telephone (202) 744–5942, National Highway Traffic Safety Administration, W43–481, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Please identify the relevant collection of information by referring to its OMB Control Number, 2127–0753.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public, and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted to OMB.

Title: State Data Transfer (SDT).

OMB Control Number: 2127–0753.

Form Number(s): N/A.

Type of Request: Renewal with modification of a currently approved information collection.

Type of Review Requested: Regular.

Length of Approval Requested: Three years from date of approval.

Summary of the Collection of Information: The State Data Transfer (SDT) program is a voluntary collection of motor vehicle crash data.

Participating States electronically transfer Police Crash Report (PCR) data, supplemental crash reports, and crash images to NHTSA using automated electronic data transfer (EDT) protocols. Transfers typically occur nightly in Extensible Markup Language (XML) or JavaScript Object Notation (JSON) formats via web services. This information collection updates the burden estimates and removes the legacy State Data System (SDS) protocol, which is being sunsetted, leaving only the automated EDT protocol in place. The program includes Non-SEDC States that voluntarily transmit data under the terms of a memorandum of understanding, as well as SEDC States participating under the State Electronic Data Collection (SEDC) discretionary grant program, which requires states to modernize their crash data repositories, align with Model Minimum Uniform Crash Criteria (MMUCC) Sixth Edition standards, and transfer data electronically.

Description of the Need for the Information and Proposed Use of the Information: NHTSA uses SDT data to identify existing and emerging highway safety trends, evaluate the effectiveness of motor vehicle safety standards, and develop countermeasures to reduce deaths and injuries from motor vehicle crashes. The data allows NHTSA to study the effectiveness of emerging technologies, such as advanced driver assistance systems (ADAS), and supplies critical volume to support cost-benefit analyses for Corporate Average Fuel Economy (CAFE) rulemakings regarding vehicle mass and fatality rates. Furthermore, automated SDT data pre-populates several NHTSA systems and special studies, including the Fatality Analysis Reporting System (FARS), Crash Report Sampling System (CRSS), and Crash Investigation Sampling System (CISS). This electronic transfer significantly reduces the administrative and technical burden on States by eliminating manual, redundant data entry into Federal databases.

60-Day Notice: NHTSA published a 60-day notice on June 25, 2026, requesting comment on NHTSA's intention to submit this ICR to OMB for approval (91 FR 38472). During the comment period, NHTSA received one comment from Mr. Eric Hein.

Mr. Hein's comment supported the renewal of the State Data Transfer (SDT) program but was critical of how underreported crashes are currently captured and transferred into NHTSA's national crash databases (such as FARS, CRSS, and CISS). He argued that underreporting and misclassification of