proposed CDD for that area, then the EPA will suspend requirements to submit certain plan requirements to attain the 2006 24-hour $PM_{2.5}$ NAAQS, so long as the area continues to attain the standard. These actions do not impose additional requirements.

V. Transportation Conformity Implementation

Transportation conformity is required under CAA section 176(c) to ensure that federally funded or approved highway and transit activities are consistent with (''conform to'') the purpose of the SIP.[34] The EPA notes for informational purposes that, if this proposal is finalized, when Alaska submits a $PM_{2.5}$ control strategy SIP or maintenance plan that addresses either of the two proposed, separate areas, such a SIP would need to include separate motor vehicle emissions budget(s) that apply to the new geographic boundaries for use in transportation conformity. The EPA intends to work with the State and the Fairbanks metropolitan planning organization to provide additional technical assistance for transportation conformity purposes prior to adequate or approved budgets being available for the proposed new, separate nonattainment area boundaries. The EPA notes that the Agency is providing this information to provide additional background for this rulemaking; the Agency is not proposing changes to the transportation conformity regulation in this rulemaking.

VI. Statutory and Executive Order Reviews

This action proposes to revise the boundary of an existing $PM_{2.5}$ nonattainment area by splitting it into two separate nonattainment areas that together cover the same geographic area as the existing nonattainment area. It also proposes to make a CDD for the proposed Fairbanks nonattainment area, which if finalized would suspend the requirement to submit certain attainment plan requirements for the 2006 24-hour $PM_{2.5}$ NAAQS. This proposed action does not impose additional requirements. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Order 12866 (58 FR 51735, October 4, 1993);
- Is not subject to Executive Order 14192 (90 FR 9065, February 6, 2025) because SIP actions are exempt from review under Executive Order 12866;
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4);
- Does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not subject to Executive Order 13045 (62 FR 19885, April 23, 1997) because it approves a State program;
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001); and
- Is not subject to requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA.

In addition, this proposed action would not be approved to apply on any Indian reservation land or in any other area where the EPA or an Indian Tribe has demonstrated that a Tribe has jurisdiction. In those areas of Indian country, the rule does not have Tribal implications and will not impose substantial direct costs on Tribal governments or preempt Tribal law as specified by Executive Order 13175 (65 FR 67249, November 9, 2000).

List of Subjects

40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds.

40 CFR Part 81

Environmental protection, Air pollution control, Carbon monoxide, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds.

Authority: 42 U.S.C. 7401 *et seq.*

Dated: October 19, 2026.

Emma Pokon,

Regional Administrator, Region 10.

[FR Doc. 2026–23235 Filed 11–13–26; 8:45 am]

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[34] 40 CFR Parts 51.390 and 93.

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–2026–1519]

RIN 2127–AM70

Federal Motor Vehicle Safety Standards; Modernization of FMVSS No. 108 To Accommodate ADS-Equipped Vehicles

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

ACTION: Extension of comment period.

SUMMARY: In response to requests from the Alliance for Automotive Innovation (the Alliance), Society of Automotive Engineers (SAE) International, and Gatik AI Inc. (Gatik), NHTSA is announcing a 15-day extension of the public comment period for the notice of proposed rulemaking (NPRM) published on October 26, 2026 proposing to amend Federal Motor Vehicle Safety Standard (FMVSS) No. 108, ''Lamps, reflective devices, and associated equipment.'' The proposed modifications would distinguish how regulations apply to vehicles with and without manually operated driving controls. The comment period for the notice was originally scheduled to end on November 25, 2026. It will now end on December 10, 2026.

DATES: The comment period for the proposed rule published at 91 FR 67243 on October 26, 2026 is extended to December 10, 2026.

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

- *Electronic Submissions:* Go to the Federal eRulemaking Portal at *http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail or Hand Delivery:* Docket Management, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Suite W58–213, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 or (202) 366–9317 before coming.

Instructions: All submissions must include the agency name and docket number for this notice. Note that all comments received will be posted without change to *http://www.regulations.gov,* including any

personal information provided. Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of NHTSA's dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit *https://www.transportation.gov/privacy.*

Docket: For access to the docket to read background documents or comments received, go to *http://www.regulations.gov* or the street address listed above. Follow the online instructions for accessing the dockets via the internet.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Ms. Lina Valivullah, Office of Automation Safety; Telephone: 202–366–1810; Email: *Lina.Valivullah@dot.gov;* Facsimile: 202–493–2739 or Mr. Gerald Devries, Office of Crash Avoidance, Rulemaking; Telephone: 202–366–1810; Email: *Gerald.Devries@dot.gov;* Facsimile: 202–493–2739. For legal issues, you may contact Mr. David Jasinski, NHTSA Office of the Chief Counsel, Email: *David.Jasinski@dot.gov*. The mailing address of these officials is: National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: On October 26, 2026, NHTSA published an NPRM proposing to amend FMVSS No. 108.[1] The proposed updates to the standard are intended to remove unnecessary requirements and to provide design flexibility without impact on vehicle safety. The first two proposed changes would amend the test voltage specification for integral beam headlamps and remove requirements that apply to vertical headlamp arrangements. Further proposed changes address vehicles equipped with Automated Driving Systems (ADS) that do not have manually operated driving controls. Those modifications would limit the application of certain requirements for manually operated turn signal, hazard warning signal, and beam switching controls to vehicles with manually operated driving controls. The changes are intended to address regulatory burdens and costs associated with equipment that does not fulfill the same purpose or provide safety benefits in an ADS-equipped vehicle without manually operated driving controls as in a vehicle with such controls. The changes would also narrow certain requirements for telltales to vehicles with manually operated driving controls and incorporate the term ''telltale'' where appropriate throughout the standard. Finally, a proposed addition to the standard would allow cyan-colored ADS marker lamps as optional motor vehicle lighting equipment in ADS-equipped vehicles. The notice provided a 30-day comment period which closes on November 25, 2026.

NHTSA received a request from the Alliance on October 26, 2026 for a 15-day extension of the comment period.[2] The Alliance stated that the NPRM's 30-day comment period is insufficient given the technical and legal complexity of the proposed lighting requirements, their application to ADS-specific designs, and their potential effects on both ADS-equipped and traditional vehicles. The requested 15-day extension, the Alliance indicated, would support more substantive public feedback without materially delaying final rulemaking activity. NHTSA received similar requests from Gatik and SAE International. While Gatik also requested a 15-day extension, SAE International requested a 20-day extension. SAE International also asked if an extension is not granted, that NHTSA consider a partial submission within the time window with a subsequent filing after the closing date.

NHTSA is granting the request to extend the comment period by 15 days. NHTSA has determined that the requestors have shown good cause for an extension and that the extension is consistent with the public interest. A 15-day extension appropriately balances NHTSA's interest in providing the public with sufficient time to comment on the notice with its interest in obtaining specific feedback from stakeholders in a timely manner. In addition, to the extent possible NHTSA will also consider comments that Docket Management receives after the closing date. If Docket Management receives a comment too late for us to consider in developing the final rule, NHTSA will consider that comment as an informal suggestion for future rulemaking action. Accordingly, NHTSA is extending the comment period until December 10, 2026.[3]

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority in 49 CFR 1.95.

Jonathan Morrison,

Administrator.

[FR Doc. 2026–23239 Filed 11–13–26; 8:45 am]

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[1] 91 FR 67243.

[2] Alliance for Automotive Innovation, Docket No. NHTSA–2026–1519–0009.

[3] Readers should note that, even after the comment closing date has passed, interested persons are able to file comments in the docket, which NHTSA will consider to the extent practicable. NHTSA may also continue to file relevant information in the docket as it becomes available. Accordingly, the Agency recommends that readers periodically check the docket for new material.

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 679

[Docket No. 261109–0002]

RIN 0648–BO04

Fisheries of the Exclusive Economic Zone off Alaska; Pelagic Trawl Gear Definition

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Proposed rule; request for comments.

SUMMARY: NMFS proposes regulations to revise the regulatory definition of authorized fishing gear, including the definition of pelagic trawl gear, and the gear limitations for pelagic trawl gear, applicable to vessels in the exclusive economic zone (EEZ) off Alaska. This action is necessary to clearly allow the use of certain common components in codends and bycatch reduction devices, and to remove an outdated limitation on the use of parallel line trawls. This action is expected to provide additional flexibility and promote innovations in pelagic trawl gear design, which may reduce environmental impacts while maintaining efficient fishing operations. This action is intended to promote the goals and objectives of the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act), the Fishery Management Plan (FMP) for Groundfish of the Gulf of