

under **FOR FURTHER INFORMATION CONTACT.**

In addition, any person may, upon request, inspect the application, notice and other documents relevant to the application in person at the City of Laredo Legal Department, telephone number (956) 791-7318.

Issued in Fort Worth, Texas, on November 14, 2024.

Ignacio Flores,

Director, Office of Airports Southwest Region.

[FR Doc. 2024-28301 Filed 12-3-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at the Roswell Air Center, Roswell, New Mexico

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of request to release airport property.

SUMMARY: The FAA proposes to rule and invite public comment on the release of land at the Roswell Air Center under the provisions of the Federal Property and Administrative Services Act of 1949, and the Surplus Property Act of 1944.

DATES: Comments must be received on or before January 3, 2025.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Mr. Justin Barker, Manager, Federal Aviation Administration, Southwest Region, Airports Division, Louisiana/New Mexico Airports Development Office, ASW-640, Fort Worth, Texas 76177.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Bobbi Thompson, Airport Director, at the following address: 1 Jerry Smith Circle, Roswell, New Mexico 88203.

FOR FURTHER INFORMATION CONTACT: Ms. Sarah Young, Program Manager, Federal Aviation Administration, Louisiana/New Mexico Airports Development Office, ASW-640, 10101 Hillwood Parkway, Fort Worth, Texas 76177. Telephone: (817) 222-5146. Email: Sarah.J.Young@FAA.gov. Fax: (817) 222-5989.

SUPPLEMENTARY INFORMATION: The Roswell Air Center under the provisions of the Federal Property and Administrative Services Act of 1949, and the Surplus Property Act of 1944. The following is a brief overview of the request:

The City of Roswell requests the release of 45.23 acres of land located at approximately 42 West Earl Cummings Loop, Roswell, New Mexico, 88203. The land was acquired by Indenture of the Federal Property and Administrative Services Act of 1949, and the Surplus Property Act of 1944. The property to be released will be sold to ARK Prefab LLC for expansion of their manufacturing business. The proceeds of the sale will benefit civil aviation through airport improvements.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT.**

In addition, any person may, upon request, inspect the application, notice and other documents relevant to the application in person at the City of Roswell Legal Department, telephone number (575) 637-6200.

Issued in Fort Worth, Texas, on November 25, 2024.

Ignacio Flores,

Director, Office of Airports Southwest Region.

[FR Doc. 2024-28300 Filed 12-3-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in California

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of limitation on claims for judicial review of actions by the California Department of Transportation (Caltrans).

SUMMARY: The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans that are final. The actions relate to a proposed highway project, State Route-47 on the Vincent Thomas Bridge in the County of Los Angeles, State of California. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before May 5, 2025. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For Caltrans: Jason Roach, Senior

Environmental Scientist, Caltrans, 100 South Main Street, Los Angeles, California, Hours: 8:00-4:30, Phone: (213) 310-2653, Email: jason.roach@dot.ca.gov.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that the Caltrans has taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the following highway project in the State of California: The Vincent Thomas Bridge (VTB) Deck Replacement Project on State Route 47 in Los Angeles County proposes to replace the entire bridge deck, guardrail barriers, and seismic sensors on the bridge to preserve the structural integrity of the VTB deck and to enhance the bridge's overall safety. The transportation project's construction is anticipated to last approximately 16 months. The VTB has been in service for 60 years. Although the bridge is structurally sound, the bridge deck is rapidly deteriorating due to concrete fatigue caused by heavy truck traffic and environmental deterioration due to age and the marine environment. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Environmental Assessment/ Finding of No Significant Impact (EA/FONSI) for the project, approved on September 27, 2024 and in other documents in the project records. The EA/FONSI and other project records are available by contacting Caltrans at the address provided above. The Caltrans EA/FONSI can be viewed and downloaded from the project website at <https://www.virtualeventroom.com/caltrans/vtb/>.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. National Environmental Policy Act of 1969
2. Clean Air Act, 42 U.S.C. 7401-7671
3. Endangered Species Act of 1973 (ESA), 16 U.S.C. 1531-1544
4. National Historic Preservation Act of 1966 (NHPA)
5. Clean Water Act, 33 U.S.C. 1251-1387 (sections 319, 401, and 404)

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on

Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(l)(1).

Antonio Johnson,

Director of Planning, Environmental and Right of Way, Federal Highway Administration, California Division.

[FR Doc. 2024–28369 Filed 12–3–24; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2022–0233]

Crash Preventability Determination Program

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

ACTION: Notice; response to public comments.

SUMMARY: FMCSA announces changes to its Crash Preventability Determination Program (CPDP). Under the CPDP carriers and drivers may submit requests for data review (RDR) to FMCSA to determine the preventability of commercial motor vehicle (CMV) crashes. FMCSA proposed these changes in its **Federal Register** notice, “Crash Preventability Determination Program,” published at <https://www.regulations.gov/docket/FMCSA-2022-0233> on April 13, 2023. This notice finalizes the proposed changes, responds to comments received, and outlines next steps for implementation.

FOR FURTHER INFORMATION CONTACT: Mr. Catterson Oh, Compliance Division, Office of Enforcement and Compliance, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, (202) 366–6160, Catterson.Oh@dot.gov.

If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this notice as follows:

- I. Background
- II. Summary of Public Comments and Response
- III. List of Eligible Crash Types
 - A. Changes to Existing Crash Types
 - B. New Crash Types
- IV. Reminders on CPDP Process and System Impacts
 - A. Process
 - B. Document Requirements
 - C. Impacts to Safety Measurement System (SMS) and Pre-Employment Screening Program (PSP)
 - D. Implementation of Crash Type Updates to CPDP

V. Other Comments on Changes Not Proposed

VI. Next Steps

I. Background

FMCSA currently accepts RDRs in its DataQs system to evaluate the preventability of 16 specific crash types as set forth in a notice published in the **Federal Register** on May 6, 2020 (85 FR 27017). On April 13, 2023, FMCSA proposed changes to existing and new crash types in CPDP and announced a 60-day preview and comment period for stakeholders (88 FR 22518). The comment period ended on June 12, 2023.

II. Summary of Public Comments and Response

FMCSA received 60 unique comments in response to the April 2023, notice; one comment was received outside the notice comment period. Of these, 53 submissions contained comments specifically on the changes proposed in that notice. The commenters included motor carriers, drivers/owner-operators, industry associations, and safety consultants. The following entities submitted relevant comments: AIST Safety Consultants, American Trucking Associations (ATA), Big M, Cessna Transport, David W. Blankenship LLC, Fuel Delivery Services Inc., Heyl Truck Lines, Independent Carrier Safety Association, J.B. Hunt Transport, Inc., Knight-Swift Transportation, Lytx, National Motor Freight Traffic Association, Inc. (NFMFTA), National Tank Truck Carriers (NTTC), National Waste and Recycling Association, Owner-Operator Independent Drivers Association (OOIDA), Ray Walker Trucking, Sanborn, Brandon, Duvall & Bobbitt Cp., L.P.A., Siskiyou Transportation, Inc., The Forward Group, Inc., TMC Transportation, Trailiner Corp, Veolia North America, Werner Enterprises, Inc., a consortium of associations Air & Expedited Motor Carriers Association, Airforwarders Association, Alliance for Safe, Efficient and Competitive Truck Transportation, Auto Haulers Association of America, American Home Furnishings Alliance, Apex Capital Corp, National Association of Small Trucking Companies, Sompo International, Specialized Furniture Carriers, The Expedite Association of North American, Transportation & Logistics Council, Transportation Loss Prevention and Security Association, and individuals who did not identify their organizations. Many stakeholders provided comments on multiple proposed changes and topics. Comments outside the scope of the

April 2023 notice are not discussed in this notice.

Comments in response to the April 2023, notice largely supported the proposed changes. The relevant topics generating the most responses were: (1) proposal for new crash types, particularly the inclusion of requests that have video evidence of the crash; (2) changing the eligibility standard for wrong direction crashes; and (3) the turnaround time for a preventability determination on an eligible crash. In addition, many commenters suggested additional crash types to include as eligible for the program. Two commenters (Josh Curry and Charles E. Guitard) stated their opposition to expanding the program. Josh Curry noted that the “cost to benefits ratio can’t justify it,” and Charles E. Guitard would like the Agency to address existing issues, such as the lack of truck parking. The following sections provide a summary of the comments received and the Agency’s responses.

III. List of Eligible Crash Types

A. Changes to Existing Crash Types

While many commenters favored expanding the eligibility of the program, few specifically addressed the changes to existing crash types that would allow more crashes to be eligible. Five commenters (Werner, NFMFTA, NTTC, Steve Davis, Siskiyou Transportation, Inc., and OOIDA) specifically expressed support for the proposed modifications.

AIST Safety Consulting supported FMCSA’s proposal to remove the phrase “The Commercial Motor Vehicle (CMV) was struck because” to address unfair disqualification of CMVs that were the striking vehicle but could not have avoided the collision.” They also supported the acceptance of multi-vehicle crashes as eligible under the existing crash types.

The Independent Carrier Safety Association and ATA supported the change to the crash type originally worded “When the CMV was struck by a driver who admitted to falling asleep or admitted to distracted driving” to remove the admission requirement.

Barry Poole of Griffith, Indiana, recommended that FMCSA, “Please strike the term committing or attempting to commit suicide and replace with died by or attempting to die by.”

FMCSA Response

FMCSA will modify the list of existing crash types as proposed in the April 13, 2023, notice. These changes will encompass more scenarios, such as where the CMV was not the striking vehicle and multi-vehicle crashes.