

The project is identified in UDOT's adopted 2024–2029 State Transportation Improvement Program as project number 19854 with funding identified for final design and construction. The project is also included in the Wasatch Front Regional Council's (WFRC) 2023–2050 Wasatch Front Regional Transportation Plan approved in May 2023.

The actions by UDOT, and the laws under which such actions were taken, are described in the EIS and the ROD (Combined Final Environmental Impact Statement and Record of Decision for I-15; Farmington to Salt Lake City Project, in Davis and Salt Lake Counties, Utah, Project No. S-115-7(369)309 approved on October 3, 2024, and other documents in the UDOT project records. The EIS and ROD is available for review at the UDOT Central Complex, 4501 South 2700 West, Salt Lake City, Utah. In addition, the EIS and ROD documents can be viewed and downloaded from the project website at <https://i15eis.udot.utah.gov/>. This notice applies to the EIS, the ROD, and all other UDOT and Federal agency decisions and other actions with respect to the project as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to the following laws (including their implementing regulations):

1. *General*: National Environmental Policy Act [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109 and 23 U.S.C. 128]; MAP-21, the Moving Ahead for Progress in the 21st Century Act [Pub. L. 112–141].

2. *Air*: Clean Air Act [42 U.S.C. 7401–7671(q)].

3. *Land*: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].

4. *Wildlife*: Endangered Species Act [16 U.S.C. 1531–1544 and section 1536], Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712]; The Bald and Golden Eagle Protection Act [16 U.S.C. 668].

5. *Historic and Cultural Resources*: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–470(ll)]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].

6. *Social and Economic*: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious

Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].

7. *Wetlands and Water Resources*: Clean Water Act (section 404, section 401, section 319) [33 U.S.C. 1251–1377]; Coastal Zone Management Act [16 U.S.C. 1451–1465]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA-21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(M), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].

8. *Hazardous Materials*: Comprehensive Environmental Response, Compensation, and Liability Act [42 U.S.C. 9601–9675]; Superfund Amendments and Reauthorization Act of 1986; Resource Conservation and Recovery Act [42 U.S.C. 6901–6992(k)].

9. *Noise*: Federal-Aid Highway Act of 1970, Public Law 91–605 [84 Stat. 1713]; [23 U.S.C. 109(h) & (i)].

10. *Executive Orders*: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

(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).

**Ivan Marrero,**

*Division Administrator, Federal Highway Administration, Salt Lake City, Utah.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Safety Advisory 24–1 Proterra Bus/Phoenix Motorcars Technical Service Bulletin

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

**ACTION**: Notice of safety advisory.

**SUMMARY**: The Federal Transit Administration (FTA) is issuing Safety Advisory 24–1 to alert transit agencies that Phoenix Motorcars (Phoenix) is voluntarily recalling certain 2020–2021 800V Catalyst and 2020–2022 ZX5 transit buses. FTA is recommending corrective actions to avoid and mitigate the risk to public transportation posed by the safety defect. The FTA's Safety Advisory 24–1, "Proterra Bus/Phoenix Motorcars Safety Recall," is available in its entirety on the agency's public website. The National Highway Traffic Safety Administration (NHTSA) recall number is 24V–655.

**FOR FURTHER INFORMATION CONTACT**: Philip Herbert, Senior Accident Investigator for Transit Safety and Oversight, telephone (202) 366–5451 or [Philip.Herbert@dot.gov](mailto:Philip.Herbert@dot.gov).

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

**Veronica Vanterpool,**  
*Deputy Administrator.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Agency Request for Information; State Property Damage Only (PDO) Data Collection Practices

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

**ACTION**: Request for information.

**SUMMARY**: This notice requests information from interested parties to assist the agency in researching property damage only (PDO) crash data collection practices across the United States. State statutes dictate that law enforcement should complete a crash report for PDO crashes meeting a set of criteria including when damage is above a certain dollar threshold that varies by State. When a crash is below the reportable threshold, States may allow civilians to complete a crash report designed specifically for them. In some cases, jurisdictions within States have stopped collecting PDO crashes in an effort to save officer time and/or money. Other jurisdictions have stopped sending sworn officers to respond to PDO crashes. However, the impacts of these changes on crash data collection are not well documented or understood. NHTSA is seeking to identify States and jurisdictions that have modified their PDO crash reporting threshold or are using citizen or non-sworn officers to