

availability of eurobalises and euroloops in the Brightline West Waiver and concluded these products are not produced in the United States.

In addition, and similar to the Brightline West Waiver, the Project will also require the use of specialty high-speed rail turnouts to allow trains to smoothly diverge to a passing siding, which plays a key role in safety and stability of train operations. The Project will also require fire alarm panels and devices for use in stations, garages, and maintenance facilities. The Authority has researched known suppliers but did not identify a domestic manufacturer for these products, which FRA also previously concluded are not produced in the United States.⁸

The Authority explains in the DSWP that over 98 percent of the total direct dollar expenditures for the Project will be spent on domestically sourced products and labor, including 100 percent of the civil infrastructure costs. In addition, the Project has created approximately 13,000 domestic jobs across the construction period and includes a community benefits agreement designed to assist small businesses and job seekers in finding or obtaining construction contracts.⁹ The Authority has also reached an agreement with rail labor, which may result in ongoing operations and maintenance work being performed by union labor.¹⁰ The DSWP further explains efforts the Authority will take to facilitate, where feasible, a ramp up in domestic production capabilities.

At the time of this proposed waiver, the Authority has not selected an OEM for the trainsets and has not completed its procurement process for the Project. As noted above, the Authority's procurement process is separate from FRA's consideration of nonavailability under 49 U.S.C. 22905(a)(2)(B). FRA expects the Authority to make its procurement decision based on the needs for the Project and to select products that meet the Authority's specifications. If, based on the final procurement, there are changes to the items described in the final waiver, the Authority may need to request additional waivers from FRA.

⁸ 89 FR 45934.

⁹ For more information on the Community Benefits Agreement, see: <https://hsr.ca.gov/business-opportunities/general-info/community-benefits-agreement/>.

¹⁰ In November 2023, 13 rail unions representing more than 160,000 workers signed a Memorandum of Understanding with California High-Speed Rail Authority, establishing a commitment for the use of highly skilled union labor required to operate and maintain the system.

V. Findings and Proposed Waiver

FRA has preliminarily determined that these products are not produced in the United States in a sufficient and reasonably available amount or are not of a satisfactory quality, consistent with 49 U.S.C. 22905(a)(2)(B). FRA finds that the Authority has conducted appropriate due diligence through market research to identify potential suppliers for the Project. The Authority's research included discussions with potential suppliers and coordination with Brightline West. FRA previously considered the products described in the Authority's request with respect to the Brightline West High-Speed Passenger Train Project and determined the products were not produced in the United States, which included consultation with NIST-MEP through its supplier scouting program.¹¹ Given the short amount of time between FRA's previous findings and the Authority's request, FRA is relying on its findings in the Brightline West Waiver to support its determination with respect to the Authority's request. Based on its review of the waiver request, the Authority's DSWP, and FRA's previous findings in the Brightline West Waiver, FRA proposes to waive its Buy America requirements for the products listed above in Section IV.

The proposed waiver would apply only to products listed in Section IV for use in the Project. FRA is not proposing to waive any requirements under BABA, as the proposed waiver does not apply to any construction materials used in the Project. The proposed waiver would not apply to other FRA recipients or to other grants that might be made to the Authority for other projects (including any future phases related to the Project). This proposed waiver will expire upon the end of the period of performance and closeout of the grant agreement for the Project.

VI. Request for Comment

FRA will consider comments received during the comment period, consistent with BABA and 2 CFR 184.7. FRA may consider comments received after this period to the extent practicable. Consistent with 49 U.S.C. 22905(a)(4), if FRA determines it is necessary to waive its Buy America requirements, FRA will publish its decision in the **Federal Register** and provide an opportunity for public comment on such finding for a reasonable period of time not to exceed 15 days. After such period, FRA's decision will be effective.

¹¹ 89 FR 45934.

Issued in Washington DC

Amitabha Bose,
Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Limitation on Claims Against Proposed Public Transportation Project—West Santa Ana Branch Transit Corridor Project, Cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia; County of Los Angeles, California

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

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) regarding the West Santa Ana Branch Transit Corridor Project, Cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia; County of Los Angeles, California. The corridor is also known as the Southeast Gateway Line. The purpose of this notice is to publicly announce FTA's environmental decisions on the subject project, and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: A claim seeking judicial review of FTA actions announced herein for the listed public transportation project will be barred unless the claim is filed on or before February 18, 2025.

FOR FURTHER INFORMATION CONTACT: Kathryn Loster, Assistant Chief Counsel, Office of Chief Counsel, (312) 705-1269, or Saadat Khan, Environmental Protection Specialist, Office of Environmental Programs, (202) 366-9647. FTA is located at 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 9:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions subject to 23 U.S.C. 139(l) by issuing certain approvals for the public transportation project listed below. The actions on the project, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the

National Environmental Policy Act (NEPA) and in other documents in the FTA environmental project files for the project. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information. Contact information for FTA's Regional Offices may be found at <https://www.transit.dot.gov/about/regional-offices/regional-offices>.

This notice applies to all FTA decisions on the listed project as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA (42 U.S.C. 4321–4375), section 4(f) requirements (49 U.S.C. 303), section 106 of the National Historic Preservation Act (54 U.S.C. 306108), Endangered Species Act (16 U.S.C. 1531), Clean Water Act (33 U.S.C. 1251), Rivers and Harbors Act (33 U.S.C. 408), the Uniform Relocation and Real Property Acquisition Policies Act (42 U.S.C. 4601), and the Clean Air Act (42 U.S.C. 7401–7671q). This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices published in the **Federal Register**. The project modifications and actions that are the subject of this notice follow:

Project name and location: West Santa Ana Branch Transit Corridor Project (Project), Cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia; County of Los Angeles, California.

Project sponsor: Los Angeles County Metropolitan Transportation Authority (LACMTA), City of Los Angeles, County of Los Angeles, California.

Project description: The Project would construct an approximately 14.5-mile light rail transit (LRT) line from the northern terminus at the City of Los Angeles/Florence-Firestone unincorporated area of Los Angeles County to a southern terminus in the City of Artesia. The Project would be primarily within the right-of-way (ROW) of the Union Pacific Railroad, Port of Long Beach, Port of Los Angeles, or LACMTA. The Project would also include nine LRT stations along the new alignment, one infill station on the C (Green) Line, and five parking facilities.

Final agency actions: Section 106 no adverse effect determination, dated March 12, 2024; section 4(f) *de minimis* impact determination, dated March 29, 2024; West Santa Ana Branch Corridor Project Record of Decision (ROD), dated August 23, 2024.

Supporting documentation: West Santa Ana Branch Transit Corridor Project Final Environmental Impact

Statement/Final Environmental Impact Report (Final EIS/EIR), dated March 29, 2024. West Santa Ana Branch Transit Corridor Project Draft EIS/EIR, dated July 30, 2021. The ROD, Final EIS/EIR, Draft EIS/EIR and associated documents can be viewed and downloaded from: <https://www.metro.net/projects/southeastgateway/>

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

Megan Blum,

Deputy Associate Administrator for Planning and Environment.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2024–0055]

Agency Information Collection Activities; Notice and Request for Comment; Reporting of Information and Documents About Potential Defects

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

ACTION: Notice and request for comments on an extension without change of a currently approved collection of information.

SUMMARY: NHTSA invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for an extension without change of a currently approved information collection. Before a Federal agency can collect certain information from the public, it must receive approval from OMB. Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. *This document describes a collection of information for which NHTSA intends to seek OMB approval on the reporting of information and documents about potential safety defects.*

DATES: Comments must be submitted on or before November 19, 2024.

ADDRESSES: You may submit comments identified by the Docket No. NHTSA–2024–0055 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, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

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 can search for the electronic form of all comments received into any of our 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.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Jeff Quandt, Trends Analysis Division (NEF–108), Room W48–312, National Highway Traffic Safety Administration, 1200 New Jersey Ave., Washington, DC 20590. Telephone (202) 366–5207. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following: (a) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate