

	Percent
Non-Profit Organizations without Credit Available Elsewhere .....	3.625
<i>For Economic Injury:</i>	
Business and Small Agricultural Cooperatives without Credit Available Elsewhere .....	4.000
Non-Profit Organizations without Credit Available Elsewhere .....	3.625

The number assigned to this disaster for physical damage is 21001C and for economic injury is 210020.

The State which received an EIDL Declaration is Oklahoma.

(Catalog of Federal Domestic Assistance Number 59008)

**James Stallings,**

*Associate Administrator, Office of Disaster Recovery and Resilience.*

[FR Doc. 2025–05556 Filed 3–31–25; 8:45 am]

**BILLING CODE 8026–09–P**

## SURFACE TRANSPORTATION BOARD

### Senior Executive Service Performance Review Board (PRB) and Executive Resources Board (ERB) Membership

**AGENCY:** Surface Transportation Board.

**ACTION:** Senior Executive Service Performance Review Board (PRB) and Executive Resources Board (ERB) Membership.

Effective immediately, the memberships of the PRB and ERB are as follows:

#### Performance Review Board

Michelle Schultz, Chairman  
Rachel Campbell, Member  
Danielle Gosselin, Member  
Kristen Monaco, Alternate Member

#### Executive Resources Board

Karen Hedlund, Chairman  
Michele Schultz, Member  
Janie Sheng, Member  
Anika Cooper, Alternate Member

**FOR FURTHER INFORMATION CONTACT:** If you have any questions, please contact Jennifer Layne at [jennifer.layne@stb.gov](mailto:jennifer.layne@stb.gov) or 202–245–0340.

(Authority: 5 U.S.C. 4314(c)(4))

Dated: March 26, 2025.

**Jeffrey Herzig,**  
*Clearance Clerk.*

[FR Doc. 2025–05564 Filed 3–31–25; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on a Land Release Request for Disposal of Airport Property at Dinwiddie County Airport, Petersburg, VA

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

**ACTION:** Notice of request for a disposal of on-airport property.

**SUMMARY:** The FAA proposes to rule and invites public comment on Dinwiddie Airport and Industrial Authority's request to dispose of 44.24 acres of federally obligated airport property at Tri Cities Executive/Dinwiddie County Airport, Petersburg, VA. This acreage was originally conveyed to the airport by the United States of America under the Federal Property and Administrative Services Act and the Surplus Property Act. The proposed use of land after the release will be compatible with the airport and will not interfere with airport or its operation.

**DATES:** Send comments on or before May 1, 2025.

#### FOR FURTHER INFORMATION CONTACT:

Jeremy Pultz, Airport Manager, Tri Cities Executive/Dinwiddie County Airport, 6775 Beck-Chappell Drive, Petersburg, VA 23803, (804) 861–0218 and at the FAA Washington Airports District Office:

Matthew J. Thys, Manager, Washington Airports District Office, 13873 Park Center Road, Suite 490S, Herndon, VA 20171, (703) 487–3980

**SUPPLEMENTARY INFORMATION:** In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 106–181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** 30 days before the Secretary may waive any condition on surplus property on a federally obligated airport. The following is a brief overview of the request.

The Dinwiddie Airport and Industrial Authority has submitted a land release request seeking FAA approval for the disposal of 44.24 acres of federally obligated airport property. The property is located approximately 1000 feet northwest of the airport's primary runway, Runway 5/23, and includes the northern portion of former crosswind Runway 14/32 which was deactivated in 2014. Runway 14/32 was deactivated after the FAA determined that a crosswind runway for the airport was not necessary because Runway 5/23

provides greater than 95% wind coverage during all weather conditions and that the continued upkeep of Runway 14/32 was not eligible for federal grant funding. The parcel is not currently required or anticipated to be required for aeronautical use.

The 44.24 acres of land to be released was originally conveyed as part of a 602-acre, more or less, parcel through provisions of the Federal Property and Administrative Services Act of 1949 and the Surplus Property Act of 1944. Subsequent to the implementation of the proposed disposal, monies received by the airport from the sale of the property will be used in accordance with 14 CFR part 155. The proposed use of the property will not interfere with the airport or its operation.

Issued in Herndon, Virginia.

**Matthew J. Thys,**

*Manager, Washington Airports District office.*

[FR Doc. 2025–05525 Filed 3–31–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2025–0022]

#### Denial of Motor Vehicle Defect Petition, DP24–004

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

**ACTION:** Denial of petition for a defect investigation.

**SUMMARY:** This notice sets forth the reasons for the denial of a petition submitted to NHTSA on July 3, 2024, by Eric Hein, Director of the Institute for Safer Trucking (petitioner), requesting that the agency commence an investigation of all van-type (also known as box) semi-trailers due to collisions with passenger vehicles and vulnerable road users (pedestrians, bicyclists, or motorcyclists) resulting in significant injuries or death due to a lack of effective side underride guards (SUGs). On August 26, 2024, NHTSA opened Defect Petition DP24–004 to evaluate the petitioner's request. After consideration of the petition, NHTSA believes that the issues raised here are best addressed through its recent rulemaking and the ongoing actions under the Infrastructure Investment and Jobs Act (IIJA). Accordingly, the agency has denied the petition.

**FOR FURTHER INFORMATION CONTACT:** Mr. Nate Seymour, Medium and Heavy Duty Vehicle Division, Office of Defects

Investigation (ODI), NHTSA, 1200 New Jersey Ave. SE, Washington, DC 20590. Email: [nate.seymour@dot.gov](mailto:nate.seymour@dot.gov).

**SUPPLEMENTARY INFORMATION:** The Office of Defects Investigation (ODI) received a petition from Eric Hein, Director of the Institute for Safer Trucking dated July 3, 2024, requesting an investigation of all van-type (also known as box) semi-trailers due to collisions with passenger vehicles and other vulnerable road users (pedestrians, bicyclists, or motorcyclists) resulting in significant injuries or death due to the lack of side underride guards (SUGs). No trailer manufacturer or equipment supplier was identified as the specific subject of the petition. The petition itself can be reviewed at [NHTSA.gov](https://www.nhtsa.gov) under ODI Number 11599188.

Currently, a Federal Motor Vehicle Safety Standard (FMVSS) requiring side underride guards on semi-trailers does not exist. The petitioner contends that a failure to include side underride guards equates to a safety defect in the semi-trailer's design, construction and performance. ODI was petitioned in 2021 for this same issue and, after evaluation, denied the request (DP21–004). The petitioner here states that evidence of SUG effectiveness to prevent fatalities and mitigate serious injuries “has continued to accumulate” since the denial of DP21–004. The petitioner also alleges that “[d]espite a high severity of risk resulting in frequent severe or fatal injuries from side underride crashes, NHTSA has taken no action to investigate recalling semi-trailers without SUGs.”

Pursuant to the Infrastructure Investment and Jobs Act (IIJA), NHTSA published an Advanced Notice of Proposed Rulemaking that summarized and requested comment on a 2022 NHTSA report with an analysis of potential effects of a requirement for side underride guards on new trailers and semitrailers. 88 FR 24536 (Apr. 21, 2023). NHTSA's Office of Rulemaking is currently reviewing over 2,000 comments received. Also pursuant to the IIJA, on June 18, 2024, the NHTSA-facilitated Advisory Committee on Underride Protection (ACUP) issued its biennial report to Congress and the Secretary of Transportation. This biennial report consists of a majority report and a minority report

summarizing its work to provide advice and recommendations to the Secretary on safety regulations related to underride crashes that have caused severe injury and death. Though the committee's charter was extended through June 2025, the committee concluded its work following the publication of the biennial report in June 2024.

In addition, NHTSA previously announced several actions related to truck trailer underride safety, including improving data collection of underride crashes by recommending inclusion of underride data in state crash data systems and by providing educational materials to state and local police departments on identifying and recording underride crashes. ODI also actively participates in the Commercial Vehicle Safety Alliance (CVSA) events where it has encouraged law enforcement to report underride crashes, and proposed CVSA focus on underride guards during the 2024 Operation Road Check, a nationwide 72-hour safety blitz. NHTSA is, further, conducting research on rear impact guard designs that better protect occupants of passenger vehicles in even more rear underride crash scenarios. And NHTSA, with the Federal Motor Carrier Safety Administration (FMCSA), published a pamphlet in August 2022—which was distributed to law enforcement through various channels—that explains how to identify and record such crashes (this pamphlet is available at [https://www.nhtsa.gov/sites/nhtsa.gov/les/2022-08/Underride-Crash-Pamphlet\\_071522\\_v6atag.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/les/2022-08/Underride-Crash-Pamphlet_071522_v6atag.pdf)).

ODI searched its databases and found no injury or fatality trend specific to any make, model, or model year trailer within Vehicle Owner Questionnaire (VOQ) and Early Warning Reporting (EWR) data and found only one EWR report of vulnerable road user injury or fatalities. ODI also met, separately, with Utility Trailer Manufacturing Co. (UTM) and Auto Haulers Association of America (AHAA) regarding UTM's SUG and to better understand the operational environment of low clearance vehicles, respectively. Based on the information available to the agency, trailer manufacturers continue to pursue side underride guard technology, and at least

one manufacturer is currently offering an optional guard.

The petitioner submitted two documents to ODI on September 11, 2024. The first was a letter from UTM to Marianne Karth (Petitioner of DP21–004 & DP22–004) which recounted UTM's testing of SUGs. The second document was an information sheet generated by the petitioner contesting UTM's claims. The petitioner also submitted certain documents to ODI on October 1, 2024, which the petitioner had previously submitted separately as part of comments on a collection of information pertaining to Reporting and Documents About Potential Defects (Docket No. NHTSA–2024–0055). This included forth-five (45) files regarding forty-nine (49) unique crashes. ODI reviewed that information and found that of the forty-nine (49) crashes, twenty-nine (29) potentially involved a subject vehicle. The majority of the forty-five (45) files were from the Fatality Analysis Reporting System (FARS), which is a NHTSA-maintained database of state crash data comprised of certain, albeit often relatively limited information. Notably, of the twenty-nine files (29), only two (2) included the make, model, and model year of the subject vehicle.

After consideration of the petition, including the reports and documents provided by the petitioner, NHTSA believes the issues raised here are best addressed through its recent rulemaking and the ongoing actions under IIJA. Accordingly, NHTSA has decided not to open a defect investigation, and the petition is denied. The denial of this petition does not foreclose the agency from taking further action if warranted or making a future finding that a safety-related defect exists based upon additional information the agency may receive.

*Authority:* 49 U.S.C. 30162(d) and 49 CFR part 552; delegation of authority at CFR 1.95(a).<sup>1</sup>

**Eileen Sullivan,**

*Associate Administrator, Enforcement.*

[FR Doc. 2025–05561 Filed 3–31–25; 8:45 am]

**BILLING CODE P**

<sup>1</sup> The authority to determine whether to approve or deny defect petitions under 49 U.S.C. 30162(d) and 49 CFR part 552 has been further delegated to the Associate Administrator for Enforcement.