

REPORTING BURDEN

Form	Respondent universe	Total annual responses (A)	Average time per response (minutes) (B)	Total annual burden hours (C = A * B)	Total cost equivalent (D = C * wage rate) ²
Report of Railroad Trespasser Form (Form FRA F 6180.178).	Law enforcement agencies, grantees	2,500 forms	8	333.30	\$20,184.65
	Law enforcement agencies, non-grantees.	100 forms	10	16.70	1,011.35
Total ³	Law enforcement agencies	2,600 responses ...	N/A	350	21,196

Total Estimated Annual Responses: 2,600.

Total Estimated Annual Burden: 350 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$21,196.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Christopher S. Van Nostrand,

Deputy Chief Counsel.

[FR Doc. 2024–17189 Filed 8–2–24; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2024–0014]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, FRA seeks approval of the Information Collection Request (ICR) summarized below. Before submitting this ICR to the Office of Management and Budget (OMB) for approval, FRA is soliciting public comment on specific aspects of the activities identified in the ICR.

DATES: Interested persons are invited to submit comments on or before October 4, 2024.

² Source: U.S. Department of Labor, Bureau of Labor Statistics (BLS) Employer Cost for Employee Compensation—December 2023 for State and local government. The hourly wage rate used is \$37.53 + overhead of 38%. Total burdened wage rate is \$60.56 (\$37.53 + \$23.03).

³ Totals may not add up due to rounding.

ADDRESSES: Written comments and recommendations for the proposed ICR should be submitted on *regulations.gov* to the docket, Docket No. FRA–2024–0014. All comments received will be posted without change to the docket, including any personal information provided. Please refer to the assigned OMB control number (2130–0505) in any correspondence submitted. FRA will summarize comments received in a subsequent 30-day notice and include them in its information collection submission to OMB.

FOR FURTHER INFORMATION CONTACT: Ms. Arlette Mussington, Information Collection Clearance Officer, at email: *arlette.mussington@dot.gov* or telephone: (571) 609–1285 or Ms. Joanne Swafford, Information Collection Clearance Officer, at email: *joanne.swafford@dot.gov* or telephone: (757) 897–9908.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501–3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60 days’ notice to the public to allow comment on information collection activities before seeking OMB approval of the activities. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. Specifically, FRA invites interested parties to comment on the following ICR regarding: (1) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2) the accuracy of FRA’s estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology. See 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1).

FRA believes that soliciting public comment may reduce the administrative and paperwork burdens associated with the collection of information that Federal regulations mandate. In summary, comments received will advance three objectives: (1) reduce reporting burdens; (2) organize information collection requirements in a “user-friendly” format to improve the use of such information; and (3) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: Inspection and Maintenance of Steam Locomotives.

OMB Control Number: 2130–0505.

Abstract: The Locomotive Inspection Act (LIA) establishes safety and inspection requirements for locomotives in “use” on a “railroad line.”¹ The statute was first enacted in 1911 as part of a broad congressional effort to “reduce the loss of life and the injuries” caused by the dangerous conditions that prevailed on the railroads in the late 19th and early 20th centuries.² In 1911, Congress enacted the first iteration of the LIA to address the harms posed by locomotive boilers,³ making it “unlawful” for a common carrier “to use any locomotive engine propelled by steam power in moving interstate or foreign traffic unless the boiler of said locomotive and appurtenances thereof are in proper condition and safe to operate in the service to which the same is put.”⁴ To help ensure the locomotive boilers and their appurtenances are in proper condition, the Steam Locomotive Inspection and Maintenance Standards require certain boiler pressure

¹ 49 U.S.C. 20701 *et seq.*

² *Johnson v. Southern Pac. Co.*, 196 U.S. 1, 19 (1904); see *Napier v. Atlantic Coast Line R.R.*, 272 U.S. 605, 607–608 (1926).

³ Act of Feb. 17, 1911 (Act of 1911), ch. 103, 36 Stat. 913 (known as the Boiler Inspection Act).

⁴ Act of 1911, sec. 2, 36 Stat. 913–914.

calculations and service-day inspections to be recorded and available to FRA.⁵ In this 60-day notice FRA has made adjustments that decreased the previously approved burden hours from 1,357 hours to 1,049 hours. The decrease in burden hours is the result of a more accurate analysis of the number of forms FRA F 1 and FRA F 3 that are required to be posted in the locomotive

cab. Additionally, the burden hours being reported under 49 CFR 230.41 for the removal of flexible stay bolt caps on form FRA F 3 is already included in the average time of 30 minutes reported to complete each form. Therefore, the burden hours for this requirement have been removed.

Type of Request: Extension without change (with changes in estimates) of a currently approved collection.
Affected Public: Businesses.
Form(s): FRA F 1, FRA F 2, FRA F 3, FRA F 4, FRA F 5, and FRA F 19.
Respondent Universe: 82 steam locomotive owners/operators.
Frequency of Submission: On occasion; annually.

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CFR part 230 section/FRA form name and number	Respondent universe	Annual responses (A)	Average time per response (hours) (B)	Total annual burden hours (A * B = C)	Wage rate (D) ⁶	Total cost equivalent U.S.D. (E = C * D)
FRA F 1: 31 and 92 Service Day Inspection Report	82 steam owners operators	480	0.33	160.00	89.13	\$14,260.80
FRA F 2: Daily Locomotive Inspection Report	82 steam owners operators	3,650	0.17	608.33	89.13	54,220.45
FRA F 3: Annual Inspection Report	82 steam owners operators	115	0.5	57.50	89.13	5,124.98
FRA F 4: Boiler Specification Card	82 steam owners operators	12	0.5	6.00	89.13	534.78
FRA F 5: Locomotive Service Day Report	82 steam owners operators	150	0.25	37.50	89.13	3,342.38
FRA F 19: Report of Alteration or Welded or Riveted Repair	82 steam owners/operators	10	1	10.00	89.13	891.30
Forms Subtotal		4,417		879.33		78,374.68
230.6—Waivers: (a)—Waivers		1	1.00	1.00	89.13	89.13
230.12—Movement of non-complying steam locomotives: (b)—Conditions for movement (tagging)	82 steam owners/ operators	10	0.10	1.00	69.60	69.60
230.14—Thirty-one (31) service day inspection: (b)—FRA notification of 31 service day inspection	82 steam owners/operators	360	0.08	30.00	89.13	2,673.90
230.16—Annual inspection: (b)—FRA notification of annual inspection	82 steam owners/operators	120	0.08	10.00	89.13	891.30
230.19—Posting of FRA Form No. 1 and FRA Form No. 3: (a) and (b)—Posting of forms	82 steam owners/operators	662	0.08	52.96	89.13	4,720.32
230.21—Steam locomotive number change: —Number change	82 steam owners/operators	1	0.03	0.03	89.13	2.67
230.22—Accident reports:						
<i>The burden hours associated with this requirement are included OMB Control No. 2130-0500. Consequently, there is no additional burden associated with this requirement.</i>						
230.33—Welded repairs and alterations: (a)—Written requests to FRA	82 steam owners/operators	8	2.00	16.00	89.13	1,426.08
230.34—Riveted repairs and alterations: (a)—Written requests	82 steam owners/operators	2	2.00	4.00	89.13	356.52
230.46—Badge plates: —Attaching of metal badge plate	82 steam owners/operators	3	2.00	6.00	69.60	417.60
230.47—Boiler number: (a)—Stamped boiler number	82 steam owners/operators	1	1.00	1.00	69.60	69.60
230.49—Setting of safety relief valves: (d)—Labeling of lowest set pressure		5	1.00	5.00	69.60	348.00
230.60—Time of washing:						
<i>The burden for this requirement is included above in the burden listed under §§ 230.15 and 230.16. Consequently, there is no additional burden associated with this requirement.</i>						
230.75—Stenciling dates of tests and cleaning: —Stenciling	82 steam owners/operators	50	0.50	25.00	69.60	1,740.00
230.96—Main, side, and valve motion rods: (b)—Written request for repairs	82 steam owners/operators	1	2.00	2.00	89.13	178.26
230.98 Driving, trailing, and engine truck axles: (b)—Journal diameter stamped	82 steam owners/operators	1	0.25	0.25	69.60	17.40
230.116—Oil tanks: —Marking of hand operated locations	82 steam owners/operators	30	0.50	15.00	69.60	1,044.00
Subtotal		1,255		169.24		14,044.39
Total ⁷	82 steam owners/operators	5,672	N/A	1,049	N/A	92,419

⁵ 49 CFR part 230.

Total Estimated Annual Responses: 5,672.

Total Estimated Annual Burden: 1,049 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$92,419.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Christopher S. Van Nostrand,
Deputy Chief Counsel.

[FR Doc. 2024–17186 Filed 8–2–24; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2015–0062]

Florida East Coast Railway's Request To Amend Its Positive Train Control Safety Plan and Positive Train Control System

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of availability and request for comments.

SUMMARY: This document provides the public with notice that, on June 4, 2024, and July 22, 2024, Florida East Coast Railway (FECR) submitted a request for amendment (RFA) to its FRA-approved Positive Train Control Safety Plan (PTCSP). As this RFA involves a request for FRA's approval of proposed material modifications to an FRA-certified positive train control (PTC) system, FRA is publishing this notice and inviting public comment on the railroad's RFA to its PTCSP.

DATES: FRA will consider comments received by August 26, 2024. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

ADDRESSES:

Comments may be submitted by going to <https://www.regulations.gov> and following the

⁶ The dollar equivalent cost is derived from the 2023 Surface Transportation Board Full Year Wage A&B data series using the employee group 200 (Professional & Administrative) hourly wage rate of \$50.93 and group 400 (Maintenance of Equipment & Stores) hourly wage rate of \$39.77. The total burden wage rate (Straight time plus 75%) used in the table is \$89.13 ($\$50.93 \times 1.75 = \89.13), and \$69.60 ($\$39.77 \times 1.75 = \69.60).

⁷ Totals may not add up due to rounding.

online instructions for submitting comments.

Instructions: All submissions must include the agency name and the applicable docket number. The relevant PTC docket number for this host railroad is Docket No. FRA–2015–0062. For convenience, all active PTC dockets are hyperlinked on FRA's website at <https://railroads.dot.gov/research-development/program-areas/train-control/ptc/railroads-ptc-dockets>. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information.

FOR FURTHER INFORMATION CONTACT:

Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816–516–7168, email: Gabe.Neal@dot.gov.

SUPPLEMENTARY INFORMATION: In general, title 49 United States Code (U.S.C.) section 20157(h) requires FRA to certify that a host railroad's PTC system complies with title 49 Code of Federal Regulations (CFR) part 236, subpart I, before the technology may be operated in revenue service. Before making certain changes to an FRA-certified PTC system or the associated FRA-approved PTCSP, a host railroad must submit, and obtain FRA's approval of, an RFA to its PTCSP under 49 CFR 236.1021.

Under 49 CFR 236.1021(e), FRA's regulations provide that FRA will publish a notice in the **Federal Register** and invite public comment in accordance with 49 CFR part 211, if an RFA includes a request for approval of a material modification of a signal or train control system. Accordingly, this notice informs the public that, on June 4, 2024, FECR submitted an RFA to its PTCSP for its Interoperable Electronic Train Management System (I–ETMS), which seeks FRA's approval of FECR's request to implement I–ETMS Protect 7.0.3.0 which allows for the details of the fixed high-speed consist to be modifiable in the onboard computer configuration files. This change supports Brightline Trains Florida's plan to add passenger cars in order to operate high speed trains with a consist of 2 locomotives with more than 4 passenger cars. On July 22, 2024, FECR submitted the pertinent software release notes, which are a required element of an RFA to a PTCSP under 49 CFR 236.1021(m). FECR's completed RFA is available in Docket No. FRA–2015–0062.

Interested parties are invited to comment on FECR's RFA to its PTCSP by submitting written comments or data. During FRA's review of this railroad's RFA, FRA will consider any comments

or data submitted within the timeline specified in this notice and to the extent practicable, without delaying implementation of valuable or necessary modifications to a PTC system. See 49 CFR 236.1021; see also 49 CFR 236.1011(e). Under 49 CFR 236.1021, FRA maintains the authority to approve, approve with conditions, or deny a railroad's RFA to its PTCSP at FRA's sole discretion.

Privacy Act Notice

In accordance with 49 CFR 211.3, FRA solicits comments from the public to better inform its decisions. DOT posts these comments, without edit, including any personal information the commenter provides, to <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](https://www.regulations.gov). To facilitate comment tracking, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. If you wish to provide comments containing proprietary or confidential information, please contact FRA for alternate submission instructions.

Issued in Washington, DC.

Carolyn R. Hayward-Williams,

Director, Office of Railroad Systems and Technology.

[FR Doc. 2024–17136 Filed 8–2–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2024–0083]

Request for Information on Collaboration and Data Sharing for Railroad Operations Analysis

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Request for information (RFI).

SUMMARY: On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL). The BIL provides historic appropriations for railroad transportation grant programs administered by the Federal Railroad Administration (FRA) and authorizes new programs to enhance rail safety and to repair, restore, improve, and expand the nation's rail network. Among those new programs is the Corridor