DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2006–24812]

Notice of Petition for Extension of Waiver of Compliance

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

ACTION: Notice.

SUMMARY: This document provides the public notice that BNSF Railway Company (BNSF) petitioned FRA for an extension of relief from certain regulations concerning tests and inspections of extended haul trains.

DATES: FRA must receive comments on the petition by January 25, 2027. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to *https://www.regulations.gov* and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to *https://www.regulations.gov;* this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to *https://www.regulations.gov* and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: Steven Zuiderveen, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202–493–6337, email: *steven.zuiderveen@dot.gov.*

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated October 19, 2026, BNSF petitioned FRA for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232 (Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices). FRA assigned the petition Docket Number FRA–2006–24812.

Specifically, BNSF seeks relief from the requirements of § 232.213, *Extended haul trains,* to continue operating certain extended haul trains up to a maximum of 1,702 miles. In support of its request, BNSF states that ''trains operating under the waiver consistently generate fewer detector alerts than trains not operating under the waiver.'' BNSF adds that ''the ratio of equipment-caused train accidents per one million train miles has decreased in each year of the renewal term, and [now] sits at 0.158, substantially lower than any other U.S.-based Class I railroad.''

A copy of the petition, as well as any written communications concerning the petition, is available for review online at *www.regulations.gov.*

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by January 25, 2027 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA's dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to *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 also *https://www.regulations.gov/privacy-notice* for the privacy notice of *regulations.gov.*

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2026–23895 Filed 11–23–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2026–2146]

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 January 25, 2027.

ADDRESSES: Written comments and recommendations for the proposed ICR should be submitted on *https://www.regulations.gov* to Docket No. FRA–2026–2146. All comments received will be posted without change to the docket, including any personal information provided. Please refer to the assigned OMB control number (2130–0553) in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice, made available to the public, and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: 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 finds 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: Positive Train Control and Other Signal Systems.

OMB Control Number: 2130–0553.

Abstract: Since December 31, 2020, by law, positive train control (PTC) systems have generally governed rail operations on PTC-mandated main lines, which encompass approximately 59,000 route miles. Railroads continue to file and update the governing FRA-approved plans, including PTC Implementation Plans, PTC Development Plans, and PTC Safety Plans. The statutory mandate requires railroads to submit to FRA Quarterly Reports on PTC System Performance on Form FRA F 6180.152, under 49 U.S.C. 20157(m). Such reporting enables FRA to oversee the failure rate and reliability of PTC technology.

In addition, among other reporting requirements, FRA's regulations require that both railroads and PTC vendors and suppliers notify FRA of certain PTC system errors and malfunctions. 49 CFR 236.1023. For example, railroads must maintain a database of all safety-relevant hazards identified in their PTC Safety Plans (PTCSP) and those that had not previously been identified in their PTCSPs. 49 CFR 236.1023(e). If the frequency of a safety-relevant hazard exceeds the thresholds in a railroad's PTCSP, or such hazard has not been previously identified in a railroad's risk analysis, then the railroad must notify FRA of the failure, malfunction, or defective condition that decreased or eliminated the safety functionality of the railroad's PTC system. 49 CFR 236.1023(e)(1). In addition, FRA's regulations require PTC vendors and suppliers to notify FRA of any safety-relevant failure, defective condition, or previously unidentified hazard discovered by the vendor or supplier and the identity of each affected and notified railroad.

In this 60-day notice, FRA has made multiple adjustments to the previously approved burden hours. While some reported burdens have decreased, the overall burden hours increased from the previously approved 51,931 hours to 53,174 hours.

FRA identified burden hours that have previously been reported for public comments. The submission of public comments in response to a **Federal Register** notice falls outside the PRA's definition of information under 5 CFR 1320.3(h)(4). Consequently, FRA is removing the burden previously attributed to public comments under §§ 236.913, 236.1011, and 236.1021.

Further, FRA has determined that requirements under § 236.1001, which permits railroads to prescribe more stringent internal rules, and § 236.1017 regarding independent third-party assessments, also fall outside the PRA's definition of information under 5 CFR 1320.3(h). The previously reported burden hours for these sections have been removed.

In addition, the deadlines for certain Class II and III railroads to submit progress reports to FRA concerning the installation of onboard PTC apparatuses have expired. Accordingly, the burden hours previously associated with § 236.1006(b) have been removed from this submission.

Finally, FRA has updated the burden estimate for § 236.587, which requires the retention of departure test records for at least 92 days. This revised estimate is the primary driver for the net increase of 1,243 annual burden hours. FRA calculated this update using data reported by railroads, ensuring the estimate provides a more precise reflection of the actual administrative burden associated with this regulatory requirement.

Type of Request: Extension without change (with changes in estimates) of a currently approved information collection.

Affected Public: Businesses.

Form(s): FRA F 6180.179 and FRA F 6180.152.

Respondent Universe: 742 Railroads and 10 Vendors.

Frequency of Submission: Quarterly, On Occasion.

Reporting Burden:

CFR section	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Wage rate [1]	Total cost equivalent U.S.D. (D = C * wage rates)
235.6 Expedited application for approval of certain changes:						
—(b) Expedited application for approval of certain changes described in this section.	42 railroads	10 expedited applications.	5 hours	50	$94.50	$4,725.00
—(b)(2) Copy of expedited application to labor union.	42 railroads	10 copies	30 minutes	5	94.50	472.50
—(b)(5) Railroad letter rescinding its request for expedited application of certain signal system changes.	42 railroads	1 letter	6 hours	6	94.50	567.00
—Revised application for certain signal system changes.	42 railroads	1 application	5 hours	5	94.50	472.50
—Copy of railroad revised application to labor union.	42 railroads	1 copy	30 minutes	0.50	94.50	47.25
236.1 Plans, where kept:						
—Railroad maintained signal plans at all interlockings, automatic signal locations, controlled points, and updates to ensure accuracy.	700 railroads	25 plan changes	15 minutes	6.25	94.50	590.63
236.15 Timetable instructions:						

CFR section	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Wage rate [1]	Total cost equivalent U.S.D. (D = C * wage rates)
—Designation of automatic block, traffic control, train stop, train control, cab signal, and PTC territory in timetable instructions.	700 railroads	10.00 timetable instructions.	30 minutes	5	94.50	472.50
236.18 Software management control plan:						
—Development and adoption of software management control plan for new railroads prior to commencing operations.	2 railroads	2 plans	160 hours	320	94.50	30,240.00
236.23 Aspects and indications:						
—(e) The names, indications, and aspects of roadway and cab signals shall be defined in the carrier's Operating Rule Book or Special Instructions. Modifications shall be filed with FRA within 30 days after such modifications become effective.	700 railroads	2 modifications	1 hour	2	94.50	189.00
236.587 Departure test:						
—(d) Certification and departure test results.	742 railroads	6,054,538 train departures.	5 seconds	8,409	94.50	794,650.50
236.905 Railroad Safety Program Plan (RSPP):						
—(a) New railroads RSPP for FRA approval.	2 railroads	2 RSPPs	40 hours	80	94.50	7,560.00
236.913 Filing and approval of PSPs:						
—(a) Filing and approval of a joint Product Safety Plan (PSP).	742 railroads	1 joint plan	2,000 hours	2,000	127.05	254,100.00
—(c)(1) Informational filing	742 railroads	0.50 informational filings.	50 hours	25	94.50	2,362.50
—(c)(2) Response to FRA's request for further data after informational filing.	742 railroads	0.25 data calls	5 hours	1.25	94.50	118.13
—(d)(1)(ii) Response to FRA's request for further information within 15 days after receipt of the Notice of Product Development (NOPD).	742 railroads	0.25 data calls	1 hour	0.25	94.50	23.63
—(d)(1)(iii) Technical consultation by FRA with the railroad on the design and planned development of the product.	742 railroads	0.25 technical consultations.	5 hours	1.25	94.50	118.13
—(d)(1)(v) Railroad petition to FRA for final approval of NOPD.	742 railroads	0.25 petitions	1 hour	0.25	94.50	23.63
—(d)(2)(ii) Response to FRA's request for additional info. associated with a petition for approval of PSP or PSP amendment.	742 railroads	1.00 request	50 hours	50	94.50	4,725.00
—(h)(3)(i) Railroad amendment to PSP	742 railroads	2 amendments	20 hours	40	94.50	3,780.00
—(j) Railroad field testing/information filing document.	742 railroads	1 field test	100 hours	100	94.50	9,450.00
236.917 Retention of records:						
—(a)(2) Results of tests and inspections specified in the PSP.	13 railroads with PSP.	13 PSP safety results.	160 hours	2,080	94.50	196,560.00
—(b) Railroad report that frequency of safety-relevant hazards exceeds threshold set forth in PSP.	13 railroads	1 report	40 hours	40	94.50	3,780.00
—(b)(3) Railroad final report to FRA on the results of the analysis and countermeasures taken to reduce the frequency of safety-relevant hazards.	13 railroads	1 report	10 hours	10	94.50	945.00
236.919 Operations and Maintenance Manual:						
—(a) Railroad Operations and Maintenance Manual (OMM).	13 railroads	1 OMM update	40 hours	40	94.50	3,780.00
—(b) Plans for proper maintenance, repair, inspection, and testing of safety-critical products.	13 railroads	1 plan update	40 hours	40	94.50	3,780.00
—(c) Documented hardware, software, and firmware revisions in OMM.	13 railroads	1 revision	40 hours	40	$94.50	$3,780.00
236.921 Training and qualification program, general:						
—(a) Railroad Training and Qualification Program meeting the requirements of §§ 236.923–236.929.	13 railroads	1 program	40 hours	40	94.50	3,780.00
236.923 Task analysis and basic requirements:						
—(b) Training records retained in a designated location and available to FRA upon request.	13 railroads	350 records	10 minutes	58.33	94.50	5,512.19
236.1005 Requirements for PTC systems:						

CFR section	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Wage rate [1]	Total cost equivalent U.S.D. (D = C * wage rates)
—(b)(4)(i) through (ii) A railroad's submission of estimated traffic projections for the next 5 years, to support a request, in a PTCIP or an RFA, not to implement a PTC system based on reductions in rail traffic.	The estimated paperwork burden for this requirement is included under § 236.1009(a) and § 236.1021.					
—(b)(4)(iii) A railroad's request for a *de minimis* exception, in a PTCIP or an RFA, based on a minimal quantity of PIH materials traffic.	6 Class I railroads	1 exception request.	40 hours	40	94.50	3,780.00
—(b)(5) A railroad's request to remove a line from its PTCIP based on the sale of the line to another railroad and any related request for FRA review from the acquiring railroad.	The burden for this requirement is included under § 236.1009(a) and § 236.1021.					
—(g)(1)(i) A railroad's request to temporarily reroute trains not equipped with a PTC system onto PTC-equipped tracks and vice versa during certain emergencies.	38 railroads	45 routing extension requests.	8 hours	360	94.50	34,020.00
—(g)(1)(ii) A railroad's written or telephonic notice to the applicable FRA Regional Administrator of the conditions necessitating emergency rerouting and other required information under § 236.1005(i).	38 railroads	45 written or telephonic notices.	2 hours	90	94.50	8,505.00
—(g)(2) A railroad's temporary rerouting request due to planned maintenance not exceeding 30 days.	38 railroads	720 requests	8 hours	5,760	94.50	544,320.00
—(h)(1) A response to any request for additional information from the FRA Regional Administrator or Associate Administrator, prior to commencing rerouting due to planned maintenance.	38 railroads	10 requests	2 hours	20	94.50	1,890.00
—(h)(2) A railroad's request to temporarily reroute trains due to planned maintenance exceeding 30 days.	38 railroads	160 requests	8 hours	1,280	94.50	120,960.00
236.1006 Equipping locomotives operating in PTC territory. —(b)(5)(vii) A railroad's request to utilize different yard movement procedures, as part of a freight yard movements exception.	The burden for this requirement is included under § 236.1015 and § 236.1021.					
236.1007 Additional requirements for high-speed service. —(b)(1) For any high-speed service over 90 mph, a railroad's PTCSP must additionally establish that the PTC system was designed and will be operated to meet the fail-safe operation criteria in Appendix C.	The burden for this requirement is included under § 236.1015 and § 236.1021.					
—(c) An HSR–125 document accompanying a host railroad's PTCSP, for operations over 125 mph.	38 railroads	1 HSR–125 document.	3,200 hours	3,200	127.05	406,560.00
—(c)(1) A railroad's request for approval to use foreign service data, prior to submission of a PTCSP.	38 railroads	0.33 request	8,000 hours	2,640	94.50	249,480.00
—(d) A railroad's request in a PTCSP that FRA excuse compliance with one or more of this section's requirements.	38 railroads	1 request	1,000 hours	1,000	127.05	127,050.00
236.1009 Procedural requirements: —(a)(2) A host railroad shall file a PTCIP if it becomes a host railroad of a main line requiring the implementation of a PTC system, including the information under 49 U.S.C. 20157(a)(2) and 49 CFR 236.1011.	226 railroads	1 PTCIP	535 hours	535	127.05	67,971.75
—(a)(3) Any new PTCIPs jointly filed by a host railroad and a tenant railroad.	226 railroads	1 joint PTCIP	267 hours	267	127.05	33,922.35
—(b)(1) A host railroad's submission, individually or jointly with a tenant railroad or PTC system supplier, of an unmodified Type Approval.	226 railroads	1 documents	8 hours	8	94.50	756.00

CFR section	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Wage rate [1]	Total cost equivalent U.S.D. (D = C * wage rates)
—(b)(2) A host railroad's submission of a PTC Development Plan (PTCDP) with the info. required under 49 CFR 236.1013, requesting a Type Approval for a PTC system that either does not have a Type Approval or has a Type Approval that requires one or more variances.	226 railroads	1 PTCDP	2,000 hours	2,000	94.50	189,000.00
—(d) A host railroad's submission of a PTCSP	The burden for this requirement is included under § 236.1015.					
—(e)(3) Any request for full or partial confidentiality of a PTCIP, Notice of Product Intent (NPI), PTCDP, or PTCSP.	38 railroads	10 confidentiality requests.	8 hours	80	94.50	7,560.00
—(h) Any responses or documents submitted in connection with FRA's use of its authority to monitor, test, and inspect processes, procedures, facilities, documents, records, design and testing materials, artifacts, training materials and programs, and any other info. used in the design, development, manufacture, test, implementation, and operation of the PTC system, including interviews with railroad personnel.	38 railroads	36 interviews and documents.	4 hours	144	94.50	13,608.00
—(j)(1) Any additional info. provided in response to FRA's consultations or inquiries about a PTCDP or PTCSP.	38 railroads	1 set of additional information.	400 hours	400	94.50	37,800.00
236.1011 PTC Implementation Plan content requirements (PTCIP):						
—PTCIP content requirements	The burden for this requirement is included under § 236.1009(a) and (e) and §§ 236.1021.					
236.1013 PTC Development Plan and Notice of Product Intent (NPI) content requirements and Type Approval: —PTCDP and NPI content requirements	The estimated paperwork burden for this requirement is included under § 236.1009(b), (c), and (e) and § 236.1021					
236.1015 PTC Safety Plan content requirements and PTC System Certification:						
—Any new host railroad's PTCSP meeting all content requirements under § 236.1015.	38 railroads	1 PTCSP	8,000 hours	8,000	94.50	756,000.00
—(g) A PTCSP for a PTC system replacing an existing certified PTC system.	38 railroads	0.33 PTCSP	3,200 hours	1,056	94.50	99,792.00
—(h) A quantitative risk assessment, if FRA requires one to be submitted.	38 railroads	0.33 assessment	800 hours	264	94.50	24,948.00
236.1017 Independent third party Verification and Validation:						
—(b) A railroad's written request to confirm whether a specific entity qualifies as an independent third party.	38 railroads	0.33 written request.	8 hours	2.64	94.50	249.48
—Further info. provided to FRA upon request.	38 railroads	0.33 set of additional information.	20 hours	6.60	94.50	623.70
—(d) A request not to provide certain documents otherwise required under Appendix F for an independent, third-party assessment.	38 railroads	0.33 request	20 hours	6.60	94.50	623.70
—(e) A request for FRA to accept information certified by a foreign regulatory entity for purposes of §§ 236.1017 and/or 236.1009(i).	38 railroads	0.33 request	32 hours	10.56	94.50	997.92
236.1019 Main line track exception:						
—(b) A request for a passenger terminal main line track exception (MTEA).	38 railroads	1 MTEA	160 hours	160	94.50	15,120.00
—(c)(1) A request for a limited operations exception (based on restricted speed, temporal separation, or a risk mitigation plan).	38 railroads	1 request and/or plan.	160 hours	160	94.50	15,120.00
—(c)(2) A request for a limited operations exception for a non-Class I, freight railroad's track.	10 railroads	1 request	160 hours	160	94.50	15,120.00
—(c)(3) A request for a limited operations exception for a Class I railroad's track.	6 railroads	1 request	160 hours	160	94.50	15,120.00
—(d) A railroad's collision hazard analysis in support of an MTEA, if FRA requires one to be conducted and submitted.	38 railroads	0.33 collision hazard analysis.	50 hours	16.50	94.50	1,559.25

CFR section	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Wage rate [1]	Total cost equivalent U.S.D. (D = C * wage rates)
—(e) Any temporal separation procedures utilized under the § 236.1019(c)(1)(ii) exception.	The burden for this requirement is included under § 236.1019(c)(1).					
236.1021 Discontinuances, material modifications, and amendments: —(a) through (d) Request for RFA to a railroad's PTCIP or PTCDP.	38 railroads	10 RFAs	160 hours	1,600	94.50	151,200.00
—(l) Any jointly filed RFA to a PTCDP or PTCSP.	The burden for this requirement is included under § 236.1021(a)–(d) and (m).					
—(m) Any RFA to a railroad's PTCSP	38 railroads	15 RFAs	80 hours	1,200	94.50	113,400.00
236.1023 Errors and malfunctions: —(a) A railroad's PTC Product Vendor List, which must be continually updated.	38 railroads	2 updated lists	8 hours	16	94.50	1,512.00
—(b)(1) The railroad shall specify within its PTCSP all contractual arrangements between a railroad and its hardware and software suppliers or vendors for certain immediate notifications.	The burden for this requirement is included under § 236.1015 and § 236.1021.					
—(b)(2) through (3) A vendor's or supplier's notification, upon receipt of a report of any safety-critical failure of its product, to any railroads using the product.	10 vendors or suppliers.	10 notifications	8 hours	80	94.50	7,560.00
—(c)(1) through (2) A railroad's process and procedures for taking action upon being notified of a safety-critical failure or a safety-critical upgrade, patch, revision, repair, replacement, or modification, and a railroad's configuration/revision control measures, set forth in its PTCSP.	The burden for this requirement is included under § 236.1015 and § 236.1021.					
—(d) A railroad's submission, to the applicable vendor or supplier, of the railroad's procedures for action upon notification of a safety-critical failure, upgrade, patch, or revision to the PTC system and actions to be taken until it is adjusted, repaired, or replaced.	38 railroads	2.50 notifications	16 hours	40	94.50	3,780.00
—(e) A railroad's database of all safety-relevant hazards, which must be maintained after the PTC system is placed in service.	38 railroads	38 database updates.	16 hours	608	94.50	57,456.00
—(e)(1) A railroad's notification to the vendor or supplier and FRA if the frequency of a safety-relevant hazard exceeds the threshold set forth in the PTCDP and PTCSP, and about the failure, malfunction, or defective condition that decreased or eliminated the safety functionality, Form FRA F 6180.179—Errors and Malfunctions Notification.	38 railroads	8 notifications	8 hours	60	94.50	5,670.00
—(e)(2) Continual updates about any and all subsequent failures.	38 railroads	1 update	8 hours	8	94.50	756.00
—(f) Any notifications that must be submitted to FRA under § 236.1023.	The burden for this requirement is included under § 236.1023(e)(1), (g), and (h)(1)(2).					
—(g) A railroads and vendor's or supplier's report, upon FRA request, about an investigation of an accident or service difficulty due to a manufacturing or design defect and their corrective actions.	38 railroads	0.50 reports	40 hours	20	94.50	1,890.00
—(h) A PTC system vendor's or supplier's reports of any safety-relevant failures, defective conditions, previously unidentified hazards, recommended mitigation actions, and any affected railroads, Form FRA F 6180.179—Errors and Malfunctions Notification.	10 vendors	20 reports	8 hours	150	94.50	14,175.00

CFR section	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Wage rate [1]	Total cost equivalent U.S.D. (D = C * wage rates)
—(k) A report of a failure of a PTC system resulting in a more favorable aspect than intended or other condition hazardous to the movement of a train, including the reports required under part 233.	The burden for this requirement is included under § 236.1023 (e)(1), (g), and (h)(1)(2) and § 233.7					
236.1029 PTC system use and failures: —(b)(4) A report of an en route failure, other failure, or cut out to a designated railroad officer of the host railroad.	150 host and tenant railroads.	1,000 reports	30 minutes	500	94.50	47,250.00
49 U.S.C. 20157(m) Reports on PTC Systems: —Form FRA F 6180.152—Quarterly Report of PTC System Performance.	38 railroads	146 reports	32 hours	4,672	94.50	441,504.00
236.1031 Previously approved PTC systems: —(a) through (d) A railroad's Request for Expedited Certification.	FRA anticipates that there will be zero requests for expedited certification during this 3-year ICR.					
236.1033 Communications and security requirements:						
—Prioritized service restoration and mitigation plan for scheduled and unscheduled interruptions of service.	The burden for this requirement is included under § 236.1009 and § 236.1015.					
236.1035 Field testing requirements: —(a)–(b) A railroad's request for authorization to field test an uncertified PTC system and any responses to FRA's testing conditions.	38 railroads	10 requests	40 hours	400	94.50	37,800.00
236.1037 Records retention:						
(a)(1)–(2) Records retention	The burden for this requirement is included under § 236.1009 and § 236.1015.					
—(a)(3)–(4) Records retention	The burden for this requirement is included under § 236.1039 and § 236.1043(b).					
—(b) Results of inspections and tests specified in a railroad's PTCSP and PTCDP.	87 railroads	800 records	1 hour	800	94.50	75,600.00
—(c) A contractor's records related to the testing, maintenance, or operation of a PTC system maintained at a designated office.	20 contractors	1,600 records	10 minutes	266.67	94.50	25,200.32
—(d)(3) A railroad's final report of the results of the analysis and countermeasures taken to reduce the frequency of safety-related hazards below the threshold set forth in the PTCSP.	38 railroads	8 final reports	160 hours	1,280	94.50	120,960.00
236.1039 Operations and Maintenance Manual: —(a)–(c), (e) A railroad's PTC Operations and Maintenance Manual (OMM), which must be maintained and available to FRA upon request.	38 railroads	2 OMM updates	10 hours	20	94.50	1,890.00
—(d) A railroad's identification of a PTC system's safety-critical components, including spare equipment.	38 railroads	1 identified new component.	1 hour	1	94.50	94.50
236.1041 Training and qualification program, general: (a)–(b) A railroad's PTC Training and Qualification Program meeting the requirements of §§ 236.1039 through 236.1045 (*i.e.,* a written plan).	38 railroads	2 programs	10 hours	20	94.50	1,890.00
236.1043 Task analysis and basic requirements: —(b)—Training records retained in a designated location and available to FRA upon request.	150 host and tenant railroads.	150 PTC training records.	1 hour	150	94.50	14,175.00
Total [2]	742 railroads 10 vendors.	6,059,845 responses.		53,174		5,252,825.03

Total Estimated Annual Responses: 6,059,845.

Total Estimated Annual Burden: 53,174 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: $5,252,825.03.

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.

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BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2026–2148]

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 January 25, 2027.

ADDRESSES: Written comments and recommendations for the proposed ICR should be submitted on *https://www.regulations.gov* to Docket No. FRA–2026–2148. All comments received will be posted without change to the docket, including any personal information provided. Please refer to the assigned OMB control number (2130–0565) in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice, made available to the public, and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: 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 finds 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: Safety Appliance Concern Recommendation Report, Safety Appliance Standards Guidance Checklist Forms.

OMB Control Number: 2130–0565.

Abstract: In 2013, FRA granted with conditions an Association of American Railroads (AAR) Petition for Special Approval of an Existing Industry Standard, approving AAR Standard 2044 or S–2044 and its appendices, which prescribed safety appliance arrangements for new types of freight cars.[1] As a result of the inclusion, FRA developed Forms FRA F 6180.161(a) through (r) as guidance checklist forms to facilitate railroad, rail car owner, and rail equipment manufacturer compliance with S–2044 and 49 CFR part 231, Railroad Safety Appliance Standards.

In this 60-day notice, FRA made no changes to the previously approved burden hours or responses.

Type of Request: Extension without change of a currently approved collection.

Affected Public: Businesses (railroads).

Form(s): 18 forms; FRA F6180.161(a) through (r).

Respondent Universe: Car manufacturers/State inspectors.

Frequency of Submission: On occasion.

REPORTING BURDEN

Form number	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Total cost equivalent in U.S.D. (D = C * wage rates[2])
FRA F 6180.161a	Car manufacturers/State Inspectors	20 forms	1 hour	20 hours	$1,921
FRA F 6180.161b	Car manufacturers/State Inspectors	7 forms	1 hour	7 hours	672
FRA F 6180.161c	Car manufacturers/State Inspectors	15 forms	1 hour	15 hours	1,441
FRA F 6180.161d	Car manufacturers/State Inspectors	15 forms	1 hour	15 hours	1,441
FRA F 6180.161e	Car manufacturers/State Inspectors	15 forms	1 hour	15 hours	1,441

[1] The dollar equivalent cost is derived from the 2025 Surface Transportation Board Full Year Wage A&B data series using employee group 200 (Professional & Administrative) hourly wage rate of $54 and employee group 100 (Executives, Officials, & Staff Assistants) hourly wage rate of $72.60. The total burden wage rate (straight time plus 75%) used in the table is $94.50 ($54 × 1.75 = $94.50) and $127.05 ($72.60 × 1.75 = $127.05).

[2] Totals may not add up due to rounding.

[1] *See https://www.regulations.gov/docket/FRA-2013-0081.*