

**INFORMATION COLLECTION
SUPPORTING JUSTIFICATION
Passenger Equipment Safety Standards
OMB No. 2130-0544**

Summary of Non-Substantive Submission

In preparing the Supporting Justification for FRA's soon to be published Passenger Train Exterior Side Door Safety Final Rule, FRA discovered that the total number of burden hours and the total number of responses for the previously approved submission were incorrect. FRA discovered two different reasons for this. First, an adding or math error for the total number of responses was made. Second, FRA also discovered the burden hour and burden response estimates for the requirement pertaining to the stenciling/tagging of locomotives after inspection under section 238.231C were not included in the previous submission. The burden for this requirement amounted to 875 hours and 2,500 responses. Thus, the correct total burden for this submission amounted to **4,435,081 hours** and **4,758,831 responses**. FRA is asking OMB to approve this non-substantive change/increase of 875 hours and 24,404 responses.