**FEDERAL RAILROAD ADMINISTRATION**

**Track Safety Standards
(Title 49 Code of Federal Regulations Part 213)**

 **SUPPORTING JUSTIFICATION**

 **OMB Control No. 2130–0010**

Summary

* + This submission is a request for an extension with change of the last three–year approval granted by the Office of Management and Budget (OMB) on June 2, 2017, which now expires on June 30, 2020.
	+ The Federal Railroad Administration (FRA) published the required 60–day *Federal Register* Notice on April 15, 2020. See 85 FR 21064. FRA received no comments in response to this Notice.
	+ The total number of burden hours requested for this information collection is 233,899 hours. The total number of burden hours previously approved by OMB was 1,816,152 hours.
	+ The total number of responses requested for this information collection is 1,404,410. The total number of responses previously approved by OMB was 2,765,261.
	+ Overall, the adjustments decreased the burden by 1,582,253 hours and decreased responses by 1,360,851 after a thorough review of the data.

\*\* The answer to question **number 12** itemizes the hourly burden associated with each requirement of this rule.

\*\* The tables in answer to question number 15 itemize **program changes** and a**djustments**.

1. **Circumstances that make collection of the information necessary.**

The first Federal Track Safety Standards were published on October 20, 1971, following the enactment of the Federal Railroad Safety Act of 1970, Pub. L. No. 91–458, 84 Stat. 971 (October 16, 1970), in which Congress granted to FRA comprehensive authority over “all areas of railroad safety.”[[1]](#footnote-2) FRA envisioned the new Standards to be an evolving set of safety requirements subject to continuous revision allowing the regulations to keep pace with industry innovations and agency research and development. The most comprehensive revision of the Standards resulted from the Rail Safety Enforcement and Review Act of 1992, Pub. L. No. 102–365, 106 Stat. 972 (Sept. 3, 1992), later amended by the Federal Railroad Safety Authorization Act of 1994, Pub. L. No. 103–440, 108 Stat. 4615 (Nov. 2, 1994). The amended statute is codified at 49 U.S.C. 20142 and required the Secretary of Transportation (Secretary) to review and then revise the Track Safety Standards, which are contained in 49 CFR Part 213. The Secretary has delegated such statutory responsibilities to the FRA Administrator.[[2]](#footnote-3) FRA carried out this review on behalf of the Secretary, which resulted in FRA issuing a final rule amending the Standards in 1998.[[3]](#footnote-4)

Pursuant to 49 U.S.C. 20103, the Secretary may prescribe regulations as necessary in any area of railroad safety. FRA began its examination of rail integrity issues through the Railroad Safety Advisory Committee (RSAC) on October 27, 2007. On October 16, 2008, the Rail Safety Improvement Act (RSIA) (Pub. L. 110–432, Division A) was enacted. Section 403(a) of the RSIA required the Secretary to conduct a study of track issues, known as the Track Inspection Time Study (Study). The Study was completed and presented to Congress on May 2, 2011. Section 403(c) of the RSIA further provided that FRA prescribe regulations based on the results of the study two years after its completion.

FRA notes that Section 403 of the RSIA contained one additional mandate, which FRA has already fulfilled, promulgating regulations for concrete crossties. On April 1, 2011, FRA published a final rule on concrete crosstie regulations per this mandate in Section 403(d). That final rule specifies requirements for effective concrete crossties, for rail fastening systems connected to concrete crossties, and for automated inspections of track constructed with concrete crossties.[[4]](#footnote-5)

Beginning in 2015, the Track Safety Standards Working Group of the RSAC met numerous times to “consider specific improvements to the Track Safety Standards . . . designed to enhance rail safety by improving track inspection methods, frequency, and documentation.” To streamline and ensure its regulations are as up to date as practicable, FRA periodically reviews and proposes amendments to its regulations.

1. **How, by whom, and for what purpose the information is to be used.**

 This is an extension with change to a current collection of information entirely associated with FRA’s Part 213 rule. The information collected under Part 213 is used by FRA to ensure and enhance rail safety. Railroads initially use inspection reports/records to see that tracks are inspected periodically, to confirm that the inspectors are properly qualified in carrying out their duties, and to ensure that tracks are in safe condition for train operations.

 Railroads also use these reports/records for maintenance planning, particularly where defective track is discovered and where repetitive unsafe conditions occur. This information helps railroads address and correct track problems and provides invaluable information in the event of a train derailment, collision, or other train accident/incident.

The information collected under § 213.237 is used by FRA to ensure and enhance rail safety. Specifically, railroads are required to send a detailed request to FRA to change the designation of a rail inspection segment or establish a new segment. Collecting service failure rates that are averaged over excessively large segments of track (such as segments longer than a subdivision length) might fail to identify discrete areas of weakness with chronically high concentrations of service failures. At the same time, if a segment size is too small, one random failure could trigger a service failure rate in excess of the railroad’s/track owner’s performance target under this section. In order to maintain consistency and uniformity, FRA requires that if a railroad wishes to change or deviate from its segment lengths, the railroad must receive FRA approval to make that change.

Also, under § 213.237, railroads/track owners must notify FRA and all affected employees of the designation’s effective date after FRA’s approval or conditional approval. FRA inspectors use this notification to ensure that railroads conduct necessary internal rail inspections over these specified segments as appropriate. Further, this information is used by railroad employees to understand any changes to their duties, particularly pertaining to maintenance activities and conducting internal rail inspections over these designated segments.

Additionally, under § 213.237, if the service failure rate identified in paragraph (a) of this section is not achieved, railroads/track owners must inform FRA of this fact within 45 days of the end of the defined 12-month period in which the performance target is exceeded, and they must provide an explanation as to why the performance target was not achieved. FRA uses this information to determine whether railroads are properly carrying out their internal rail inspections and whether they need to take additional measures to meet their performance targets, reduce rail defects, and maintain rail safety.

The information collected under § 213.7 is used by FRA to ensure that individuals designated by railroads/track owners as qualified to inspect continuous welded rail (CWR) track or supervise the installation, adjustment, and maintenance of CWR track meet the criteria detailed in this section.

The information collected under § 213.118 and § 213.119 is used by FRA to ensure that railroads/track owners develop and implement plans containing written procedures which address the installation, adjustment, maintenance and inspection of CWR, inspection of CWR joints, and a training program for the application of those procedures. To ensure compliance with the requirements of this rule, FRA confirms that railroads or track owners specify in their written procedures that all joints in CWR in the various track classes are inspected according to the schedule prescribed in § 213.119(h)(6)(i).

Regarding Gage Restraint Measurement Systems (GRMS), FRAuses the information collected to ascertain those line segments on which GRMS technology—supplemented by the use of Portable Track Loading Fixtures (PTLF)—needs to be implemented by track owners. Specifically, FRA reviews the information to ensure that certain minimal data are provided by railroads, including the segment’s timetable designation milepost limits, track class, million gross tons of traffic per year, and any other identifying characteristics of the segment. FRA uses the information provided to evaluate the appropriateness of implementing GRMS technology on a given segment of track. FRA uses the technical data provided to ensure that minimum GRMS design requirements have been met and that GRMS vehicles have been properly calibrated in order to maintain the integrity of the data they provide.

Moreover, FRA reviews records of the two most recent GRMS inspections at locations meeting the requirements specified in section 213.241(b) of this Part to ascertain the location and nature of each First Level exception and the nature and date of initiated remedial action, if any, for each First Level exception identified.

Other Track Safety Information

Under § 213.4, FRA uses the information collected to ensure that railroads properly identify a segment(s) of track as excepted either in their timetables, special instructions, general orders, or other appropriate records. When a piece of track is designated excepted that is not listed in its timetables, a railroad will issue special instructions or a general order identifying the excepted track so that its employees know what procedures or practices to follow. Also, FRA uses the information collected to verify that the FRA has been notified by the railroad, at least 10 days in advance, when a segment of track is removed from excepted status. Ensuring the safety of railroad employees and the traveling public is FRA’s paramount concern.

Under § 213.5, FRA uses the information collected to verify that the agency is properly informed in writing, at least 30 days in advance, when a track owner assigns responsibility for the track to another person by lease or otherwise. FRA reviews the notifications provided by railroads to make sure essential information is transmitted to the agency.

 Under § 213.17, FRA reviews exemption petitions to see if it is safe and in the public interest to grant exemptions from any or all requirements prescribed in this Part to a railroad.

Under § 213.57, FRA uses the information collected to ensure that the track owner notifies the agency at least 30 calendar days in advance before a proposed implementation of the higher curving speeds allowed under the formula specified in paragraph (c) of this section.

Under revised § 213.237, currently, Classes 4 and 5 track, as well as Class 3 track over which passenger trains operate, are required to be tested for internal rail defects at least once every accumulation of 40 million gross tons (mgt) or once a year (whichever time is shorter), and Class 3 track over which passenger trains do not operate are required to be tested at least once every accumulation of 30 mgt or once per year (whichever time is longer). The railroads then utilize this information to generate and maintain a service failure performance target.

Under § 213.238, FRA is adding a section to require that each provider of rail flaw detection have a documented training program to ensure that a flaw detection equipment operator is qualified to operate each of the various types of equipment currently utilized in the industry for which he or she is assigned.

 Under § 213.241, track owners to which this Part applies must keep a record of each inspection required to be performed on its track under this subpart. FRA reviews this information to ensure that track inspections are completed as required and to ensure that essential records are maintained and available to its inspectors so they can carry out their duties. Federal and State investigators examine these inspection records to determine a railroad's compliance with the inspection frequency requirement of the Track Safety Standards and to verify that persons assigned to inspect tracks have been properly designated. The track owners must retain these records for at least two years after the inspection and for one year after remedial action is taken. In the event of an accident/incident, these records provide extremely valuable information, particularly if a problem with track caused the unfortunate event. The absence of these inspection records would substantially harm the Federal Government's railroad safety program.

 Moreover, railroads, too, use the information mentioned above. Railroad companies initially use inspection reports/records to see that tracks are inspected periodically, to confirm that the inspectors are properly qualified in carrying out their duties, and to ensure that tracks are in safe condition for train operations. Railroad companies also use these reports/records for maintenance planning, particularly where defective track is discovered and where repetitive unsafe conditions occur.

1. **Extent of automated information collection.**

FRA strongly encourages the use of advanced information technology, wherever feasible, to reduce burden on respondents. The Track Safety regulations permit great flexibility in the methods employed to establish employee qualifications and to determine track conditions and only specify information which must be contained in the records. The form of that record is discretionary, and entities may use any medium capable of displaying information, including electronic recordkeeping. Records and reports in Part 213 may be either in hardcopy or electronic form.

Part 213 allows each railroad to design its own electronic system as long as the system meets the specified criteria to safeguard the integrity and authenticity of each record. Currently, railroads/ track owners submit/collect approximately 85 percent of all responses electronically.

1. **Efforts to identify duplication.**

Records of track inspection results describe a continuously changing condition at any given moment in time. Records of qualified track inspectors are unique to a specific railroad property, and no duplication of information exists. Consequently, there is no duplication of information because this information is new. The information regarding GRMS systems involves a relatively recent technology, and, therefore, there is no possibility of duplication.

The data collected under this rule or similar data are not available from any other source.

1. **Efforts to minimize the burden on small businesses.**

The Regulatory Flexibility Act of 1980 (5 U.S.C. 601 *et seq*.) and Executive Order 13272 (67 FR 53461, Aug. 16, 2002) require agency review of proposed and final rules to assess their impacts on small entities.

“Small entity” is defined in 5 U.S.C. 601 as a small business concern that is independently owned and operated and is not dominant in its field of operation. The U.S. Small Business Administration (SBA) has authority to regulate issues related to small businesses and stipulates in its size standards that a “small entity” in the railroad industry is a for profit “line–haul railroad” that has fewer than 1,500 employees, a “short line railroad” with fewer than 500 employees, or a “commuter rail system” with annual receipts of less than seven million dollars.[[5]](#footnote-6)

Federal agencies may adopt their own size standards for small entities in consultation with SBA and in conjunction with public comment. Pursuant to that authority, FRA has published a final statement of agency policy that formally establishes “small entities” or “small businesses” as railroads, contractors, and hazardous materials shippers that meet the revenue requirements of a Class III railroad as set forth in 49 CFR 1201.1–1, which is $20 million or less in inflation adjusted annual revenues, and commuter railroads or small governmental jurisdictions that serve populations of 50,000 or less.[[6]](#footnote-7)

The $20 million limit is based on the Surface Transportation Board’s revenue threshold for a Class III railroad carrier. Railroad revenue is adjusted for inflation by applying a revenue deflator formula in accordance with 49 CFR 1201.1–1. The current threshold is $37.1 million or less.[[7]](#footnote-8) For other entities, the same dollar limit in revenues governs whether a railroad, contractor, rail equipment supplier, or other respondent is a small entity.

The requirements of this Part are applicable to all railroads, although not all requirements would be relevant to all railroads. Based on the railroads that are required to report accident/incidents to FRA under part 225, FRA estimates there are approximately 736 Class III railroads, with 695 of them operating on the general system. These are of varying size, with some a part of larger holding companies.

FRA does not anticipate that this rule will negatively impact a substantial number of small entities. FRA further believes that small entities may see cost savings associated with this rule.

1. **Impact of less frequent collection of information.**

If the information were not collected, or were collected less frequently, rail safety in the United States would be seriously jeopardized. The data collected under Part 213 allows FRA to verify that track inspections are being done in accordance with the regulation.

Without this information, FRA would not know—and not be able to determine—whether track is safe and whether the track owner/railroad conducted necessary rail inspections sufficient to maintain prescribed service failure target rate.

Information collected and reviewed by FRA as a result of the Track Safety Standards enhance rail safety by ensuring that track owners designate only qualified persons to inspect and maintain track and to supervise restorations and renewals of track under traffic conditions. This, in turn, will help to reduce the number of accidents/incidents and corresponding injuries, deaths, and property damage.

Inspection records are extremely important and are used by Federal and State investigators in the enforcement of the Track Safety Standards and, thus, help promote rail safety. Track owners are required to retain inspection records for at least two years after the actual inspection and for one year after the remedial action is taken. The frequency of inspection is related to the rate of track degradation. A relaxation of that frequency would increase the risk of an accident caused by an undetected defect. In the event of a train accident/incident, particularly one implicating track structure, these inspection records would provide invaluable investigatory assistance in determining the exact cause(s) of the accident/incident and keen insight into designing appropriate remedial measures.

In sum, the information collected aids FRA in its primary mission, which is to promote and enhance rail safety throughout the nation.

1. **Special circumstances.**

Under § 213.233, track inspections must be made in accordance with the following schedule: (1) Excepted track and Class 1, 2, and 3 track (main track and sidings) must be inspected weekly with at least three calendar days interval between inspections, or before use, if the track is used less than once a week, or twice weekly with at least one calendar day interval between inspections, if the track carries passenger trains or more than 10 million gross tons of traffic during the preceding calendar year; (2) Excepted track and Class 1, 2, and 3 track (other than main track and sidings) must be inspected monthly with at least 20 calendar days interval between inspections; and (3) Class 4 and 5 track must be inspected twice weekly with at least one calendar day interval between inspections. Inspection records are required to be kept by track owners under § 213.241, and each record of an inspection must be prepared on the day the inspection is made. Also, under § 213.341, initial inspection of new field welds, either those joining the ends of CWR strings or those made for isolated repairs, must be conducted not less than one day and not more than 30 days after the welds have been made.

All information collection requirements contained in this rule are in compliance with this section.

1. **Compliance with 5 CFR 1320.8.**

As required by the Paperwork Reduction Act of 1995, FRA published a notice in the Federal Register on April 15, 2020, soliciting comment on this particular information collection. See 85 FR 21064. FRA received no comments pertaining to this collection of information in response to this notice.

1. **Payments or gifts to respondents.**

There are no monetary payments or gifts made to respondents associated with the information collection requirements contained in this information collection request.

1. **Assurance of confidentiality.**

Information collected is not of a confidential nature, and FRA pledges no confidentiality.

1. **Justification for any questions of a sensitive nature.**

There are no questions or information of a sensitive nature or data that would normally be considered private in this collection of information.

1. **Estimate of burden hours for information collected.**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| CFR Section | Respondent universe | Total Annual responses | Average time per responses | Total annual burden hours | Total cost equivalent[[8]](#footnote-9) |
| 213.4(f) –Excepted track – Notification to FRA about removal of excepted track | 746 railroads | 15 notices | 10 minutes | 2.5 hours | $190  |
| 213.5(c) – Responsibility for compliance – Notification of assignment to FRA | 746 railroads | 15 notices | 1 hour | 15 hours | $1,140  |
| 213.7(a)–(b) – Designations: Names on list with written authorizations  | 746 railroads | 2,500 documents | 10 minutes | 416.7 hours | $31,669  |
| 213.17(a) – Waivers  | 746 railroads | 10 petitions | 2 hours | 20 hours | $1,520  |
| 213.57(e) – Curves, elevation and speed limitations – Request to FRA for vehicle type approval | 746 railroads | 4 requests | 8 hours | 32 hours | $2,432  |
| 213.57(f) – Written Notification to FRA prior to implementation of higher curving speeds | 746 railroads | 4 notifications | 2 hours | 8 hours | $608  |
| 213.57(g) – Written consent of track owners obtained by railroad providing service over that track | 746 railroads | 4 written consents | 45 minutes | 3 hours | $228  |
| 213.110(a) – Gage restraint measurement systems (GRMS) – Implementing GRMS – notices & reports | 746 railroads | 1 notification | 45 minutes | .8 hours | $61  |
| 213.110(g) – GRMS vehicle output reports | 746 railroads | 1 report | 5 minutes | .1 hours | $8  |
| 213.110(h) – GRMS vehicle exception reports | 746 railroads | 1 report | 5 minutes | .1 hours | $8  |
| 213.110(j) – GRMS/PTLF – procedures for data integrity | 746 railroads | 1 documented procedure | 1 hour | 1 hour | $76  |
| 213.110(n) – GRMS inspection records | 746 railroads | 2 records | 30 minutes | 1 hour | $76  |
| 213.118(a)–(c) – Continuous welded rail (CWR) – Revised plans w/procedures for CWR | 438 railroads | 10 plans | 4 hours | 40 hours | $3,040  |
| 213.118(d) – Notification to FRA and RR employees of CWR plan effective date  | 438 railroads | 750 notifications to employees | 15 seconds | 3.1 hours | $236  |
| 213.118(e) – Written submissions after plan disapproval  | 438 railroads | 5 written submissions | 2 hours | 10 hours | $760  |
| 213.118(e) – Final FRA disapproval and plan amendment  | 438 railroads | 5 amended plans | 1 hour | 5 hours | $380  |
| 213.234(f) – Automated inspection of track constructed with concrete crossties – Recordkeeping requirements | 30 railroads | 2,000 records | 30 minutes | 1,000 hours | $76,000 |
| 213.237(b)(2) – Inspection of Rail – Detailed request to FRA to change designation of a rail inspection segment or establish a new segment | 65 railroads | 4 requests | 15 minutes | 1 hour | $76  |
| 213.237(b)(3) – Notification to FRA and all affected employees of designation’s effective date after FRA’s approval/conditional approval | 65 railroads | 1 notice to FRA + 15 bulletins  | 15 minutes | 4 hours | $304  |
| 213.237(d) – Notice to FRA that service failure rate target in paragraph (a) of this section is not achieved | 65 railroads | 4 notices | 15 minutes | 1 hour | $76  |
| 213.237(d) – Explanation to FRA as to why performance target was not achieved and provision to FRA of remedial action plan | 65 railroads | 4 letters of explanation / plans | 15 minutes | 1 hour  | $76  |
| 213.241 – Inspection records[[9]](#footnote-10) | 746 railroads | 1,375,000 records | 10 minutes | 229,166.7 hours | $17,416,669  |
| 213.303(b) – Responsibility for compliance – Notification of assignment to FRA | 2 railroads | 5 notices | 30 minutes | 2.5 hours | $190  |
| 213.305(a)–(c) – Designation of qualified individuals; general qualifications – Written authorization for remedial actions | 2 railroads | 20 written documents | 30 minutes | 10 hours | $760  |
| 213.305(e) – Designation of qualified individuals; general qualifications; recordkeeping requirements for designations  | 2 railroads | 200 records | 10 minutes | 33.3 hours | $2,531  |
| 213.317(a)–(b) – Waivers  | 2 railroads | 2 petitions | 8 hours | 16 hours | $1,216  |
| 213.329(e) – Curves, elevation and speed limitations – FRA approval of qualified vehicle types based on results of testing | 2 railroads | 2 cover letters + 2 technical reports + 2 diagrams  | 30 minutes + 16 hours + 15 minutes  | 33.5 hours | $2,546  |
| 213.329(f) – Written notification to FRA 30 days prior to implementation of higher curving speeds | 2 railroads | 2 notices | 2 hours | 4 hours | $304  |
| 213.329(g) – Written consent of other affected track owners by railroad | 2 railroads | 2 written consents | 45 minutes | 1.5 hours | $114  |
| 213.333(d) – Automated vehicle–based inspection systems – Track Geometry Measurement System (TGMS) output/exception reports | 7 railroads | 7 reports | 1 hour | 7 hours | $532  |
| 213.341(b)–(d) – Initial inspection of new rail & welds – Inspection records | 2 railroads | 800 records | 2 minutes | 26.7 hours | $2,029  |
| 213.343(a)–(e) – Continuous welded rail (CWR) – Procedures for installations and adjustments of CWR | 2 railroads | 2 plans | 4 hours | 8 hours | $608  |
| 213.343(h) – Recordkeeping requirements | 2 railroads | 8,000 records | 2 minutes | 266.7 hours | $20,269  |
| 213.345(a)–(c) – Vehicle qualification testing – Vehicle qualification program for all vehicle types operating at track Class 6 speeds or above | 2 railroads | 2 program plans | 120 hours | 240 hours | $18,240  |
| 213.345(d) – Previously qualified vehicle types qualification programs  | 2 railroads | 2 program plans | 8 hours | 16 hours | $1,216  |
| 213.345(h) – Written consent of other affected track owners by railroad  | 4 railroads | 4 written consents | 30 minutes | 2 hours | $230  |
| 213.369(d) – Inspection Records – Record of inspection of track | 2 railroads | 15,000 records | 10 minutes | 2,500 hours | $190,000 |
| Total | 746 railroads | 1,404,410 responses | N/A | 233,899 hours | $17,776,417 |

1. **Estimate of total annual costs to respondents**.

There are no additional costs to respondents other than the hour burden costs.

1. **Estimate of Cost to Federal Government**.

The estimated costs to the Federal Government pertain to the Part 213 requirements associated with the Vehicle/Track Interaction Safety Standards Final Rule, which was published on March 13, 2013 (78 FR 16051). To calculate the government administrative cost, the 2020 Office of Personnel Management wage rates were used for the Washington, D.C. area.  For each GS level, step 5 was used as a midpoint. Wages were considered at the burdened wage rate by adding in an overhead cost of 75 percent (or multiplying the wage rate by 1.75).

1. $544 – Section 213.333(a) & (b) – Four (4) hours for FRA Track Staff Director (GS–15) to review request from railroads concerning track geometry measurements taken from a distance different from that specified under section 213.333(b)(1).
2. $5,879 – Section 213.333 (k)(1) – 16 hours each for FRA Track Staff Director (GS–15) and two staff members (GS–14) to review requests for alternate location of devices for measuring lateral accelerations mounted on a truck frame.
3. $19,324 – Section 213.333(l) – 40 hours each for FRA Track Staff Director (GS–15) and three staff members (GS–14) to review reports submitted to FRA of monitoring data collected in accordance with sections 2132.333 (j) and (k).
4. $19,324– Section 213.345(a) – 40 hours each for FRA Track Staff Director (GS–15) and three staff members (GS–14) to review railroad vehicle type qualification programs developed to ensure that vehicle/track system will not exceed the wheel/rail force safety limits and the carbody and truck acceleration criteria specified in section 213.333(a)(1) and 21.333(a)(2).
5. $20,956 – Section 213.345(a) – 40 hours each for FRA Track Staff Director (GS–15) and three staff members (GS–14) to review railroad vehicle type qualification programs (that include analyses and tests) for operation at the same class and cant deficiency on another route.
6. $925 – Section 213.333(h) – Eight (8) hours for FRA Track staff member (GS–14) to review written consent of track owner submitted by railroad that provides service with the same vehicle type over trackage of one or more track owner(s).

 TOTAL Vehicle/Track Interaction Costs = $66,952

FRA's cost for CWR requirements:

1. $8,009 – 75 hours for FRA staff to review 279 revised procedures/plans (under section 213.118, which describe the scheduling and conduct of physical track inspections to detect cracks and other incipient failures in CWR). The cost for FRA reviewing staff is equally divided between GS–13s and GS–14s.

8. $23,853 – 235 hours for FRA staff to review 20 additional revised procedures/plans, 100 written notifications, and 20 amended training programs. The cost for FRA reviewing staff is equally divided between GS–12s, GS–13s, and GS–14s.

TOTAL CWR Costs = $31,187

Additionally, FRA's cost for GRMS requirements:

1. $9,575 – 16 hours for 2 GS–14s to review technical data + 30 hours for 2 GS–13s to review notifications.
2. $494 – 6 hours for one GS–12 to review training programs.

Total GRMS Costs = $10,069

**GRAND TOTAL COST** = **$108,209**

1. **Explanation of program changes and adjustments**.

This information collection request is an extension with a change to the last approved submission. The current OMB agency inventory exhibits a total burden of 1,816,152 hours and 2,765,261 responses, while the present submission reflects a total burden of

233,899 hours and 1,404,410 responses. Overall, the burden for this submission has decreased by 1,582,253 hours and by 1,360,851 responses.

FRA provided a thorough review of this package and determined many of our initial figures were based on rough estimates. Additionally, we realized some of the estimates were double counted and others were outdated. Moreover, other estimates were not Paperwork Reduction Act requirements, thus leading to the increased figures, which were decreased accordingly in this submission. Thus, our latest review has refined our estimates to be more accurate. The table below provides specific information on the review of any that have changed.

**TABLE FOR ADJUSTMENTS**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Part 213 Section | Responses & Avg. Time (Previous Submission) | Responses & Avg. Time (This Submission) | Burden Hours (Previous Submission) | Burden Hours (This Submission) | Difference(plus/minus) |
| 213.4 – Excepted track – Designation of tracks as excepted  | 20 orders15 minutes | 0 orders0 minutes | 5 hours | 0 hours | – 5 hours– 20 responses |
| 213.5 – Responsibility of track owners | 10 written notices8 hours | 15 written notices1 hour | 80 hours | 15 hours | – 65 hours+ 5 responses |
| 213.7(a) – Designations: Names on list with written authorizations | 1,500 10 minutes | 2,500 10 minutes | 250 hours | 417 hours | + 167 hours+ 1,000 responses |
| 213.7(c) (1&2) – Comprehensive CWR Training– (c)(3) Written authorization to employee to prescribe CWR remedial actions & successful completion of recorded exam on CWR procedures as part of qualification process(d) Persons partially designated to supervise certain renewals and inspect track | 10,000 employees4 hours10,000 authorizations @ 10 min. ea. + 10,000 recorded exams @ 60 min. ea.1,000 partial designations10 minutes | 0 employees0 hours0 authorizations 0 minutes0 partial designations0 minutes | 40,000 hours11,667 hours167 hours | 0 hours0 hours0 hours | – 40,000 hrs.– 10,000 resp.– 11,667 hours– 20,000 resp.– 167 hours– 1,000responses |
| 213.17 – Waivers | 6 petitions72 hours | 10 petitions2 hours | 432 hours | 20 hours | – 412 hours+ 4 responses |
| 213.57 – Curves, elevation and speed limitations – Request to FRA for vehicle type approval– Written Notification to FRA prior to implementation of higher curving speeds– Written consent of track owners obtained by railroad providing service over that track | 2 requests40 hours2 notifications8 hours2 consents45 minutes | 4 requests8 hours4 notifications2 hours4 consents45 minutes | 80 hours16 hours2 hours | 32 hours8 hours3 hours | – 48 hours+ 2 responses– 8 hours+ 2 responses+ 1 hour+ 2 responses |
| 213.110 – Gage restraint measurement systems (GRMS) – GRMS vehicle output reports – GRMS vehicle exception reports – GRMS/PTLF – procedures for data integrity– GRMS training programs/sessions– GRMS inspection records | 1 notification + 1 tech report45 minutes +4 hours50 reports5 minutes50 reports5 minutes1 report2 hours2 programs + 5 sessions16 hours50 records1 hour | 1 notification45 minutes1 report5 minutes1 report5 minutes1 report1 hour0 programs0 hours2 records30 minutes | 5 hours4 hours4 hours2 hours112 hours50 hours | 1 hour0.1 hour0.1 hours1 hour0 hours1 hours | – 4 hours– 1 response– 3.9 hours– 49 responses– 3.9 hours– 49 responses– 1 hour0 responses– 112 hours– 7 responses– 49 hours– 48 responses |
| 213.118 Continuous welded rail (CWR); plan review and approval – Revised plans w/procedures for CWR– Notification to FRA and RR employees of CWR plan effective date – Written submissions after plan disapproval – Final FRA disapproval and plan amendment | 100 plans4 hours100 notifications + 10,000 notices15 min + 2 min20 submissions2 hours20 amended plans1 hour | 10 plans4 hours750 notifications15 seconds5 submissions2 hours5 amended plans1 hour | 400 hours733 hours40 hours20 hours | 40 hours3 hours10 hours5 hours | – 360 hours– 90 responses– 730 hours– 9,350 responses– 30 hours– 15 responses– 15 hours– 15 responses |
| 213.119 – Continuous welded rail (CWR); plan contents – Annual CWR retraining of employees– Record keeping for special inspections– Record keeping for CWR rail joints – Periodic records for CWR rail adjustments– Copy of track owner’s CWR procedures | 10,000 retrained employees4 hours10,000 records2 minutes360,000 records2 minutes480,000 records1 minute279 manuals10 minutes | 0 programs0 records0 records 0 records0 manuals | 40,000 hours333 hours12,000 hours8,000 hours 47 hours | 0 hours0 hours0 hours0 hours0 hours | – 40,000 hours– 10,000 responses– 333 hours– 10,000 responses– 12,000 hours– 360,000 responses– 8,000 hours– 480,000 responses– 47 hours– 279 responses |
| 213.233 – Track inspections: notation on inspection form as to which track inspectors were on | 300,000 notations1 minute | 0 notations0 minutes | 5,000 hours | 0 hours | – 5,000 hours– 300,000 responses |
| 213.234(f) – Automated inspection of track constructed with concrete crossties – Recordkeeping requirements | 0 records | 2,000 records30 minutes | 0 hours | 1,000 hours | + 1,000 hours+ 2,000 responses |
| 213.237(b)(2) – Inspection of Rail – Detailed request to FRA to change designation of a rail inspection segment or establish a new segment | 10 requests15 minutes | 4 requests15 minutes | 3 hours | 1 hour | – 2 hours– 6 responses |
| (b)(3) – Notification to FRA and all affected employees of designation’s effective date after FRA’s approval/conditional approval | 50 notices to FRA + 120 bulletins 15 minutes | 1 notice to FRA + 15 bulletins 15 minutes | 43 hours | 4 hours | – 39 hours– 154 responses |
| (d) – Notice to FRA that service failure rate target in paragraph (a) of this section is not achieved | 12 notices15 minutes | 4 notices15 minutes | 3 hours | 1 hour | – 2 hours– 8 responses |
| (d) – Explanation to FRA as to why performance target was not achieved and provision to FRA of remedial action plan | 24 letters of explanation / plans15 minutes | 4 letters of explanation / plans15 minutes | 6 hours | 1 hour  | – 5 hours– 20 responses |
| 213.241 – Inspection records | 1,542,089 records(varies) minutes | 1,375,000 records10 minutes | 1,672,941 hours | 229,167 hours | – 1,443,774 hours– 167,089 responses |
| 213.303 – Responsibility for compliance | 1 notification8 hours | 5 notifications30 minutes | 8 hours | 2.5 hours | – 6 hours+ 4 responses |
| 213.305(c)(4) – Designation of qualified individuals; general qualifications – Written authorization for remedial actions | 200 written documents10 minutes | 20 written documents30 minutes | 33 hours | 10 hours | – 23 hours– 180 responses |
| (e) – Railroads produced designation record upon FRA request  | 0 records0 minutes | 200 records10 minutes | 0 hours | 33 hours | + 33 hours+ 200 responses |
| 213. 317 – Waivers | 1 petition80 hours | 2 petitions8 hours | 80 hours | 16 hours | – 64 hours+ 1response |
| 213.329 Curves, elevation and speed limitations – FRA approval of qualified vehicle types based on results of testing– Written notification to FRA 30 days prior to implementation of higher curving speeds– Written Consent of Other Affected Track Owners by Railroad | 200 documents4 hours20 notifications40 hours20 written consents45 minutes | 2 cover letters + 2 technical reports + 2 diagrams(varies)2 notifications2 hours2 written consents45 minutes | 800 hours800 hours15 hours | 33.5 hours4 hours1.5 hours | – 767 hours– 194 responses– 796 hours– 18 responses– 14 hours– 18 responses |
| 213.333 Automated vehicle insp. system – Measurements – – Request for atypical measurement– TGMS output/ exception Reports– Track/Vehicle Performance Measurement System: Copies of most recent exception reports/additional records– Notification to track personnel when onboard accelerometers indicate track-related problem – Requests for an alternate location for device measuring lateral accelerations – Report to FRA providing analysis of collected monitoring data | 1 request8 hours50 reports10 hours50 reports/ records10 hours2 notifications10 hours 1 request1 hour1 report8 hours | 0 request0 hours7 reports1 hour0 reports/ records0 hours0 notifications0 hours 0 request0 hour0 report0 hours | 8 hours500 hours500 hours20 hours1 hour8 hours | 0 hours7 hours0 hours0 hours0 hours0 hours | – 8 hours– 1 response– 493 hours– 43 responses– 500 hours– 50 responses– 20 hours– 2 responses– 1 hour– 1 response– 8 hours– 1 response |
| 213.341 – Initial inspection of new rail & welds – Mill inspection– Record of inspection of field welds | 20 reports16 hours1,000 records20 minutes  | 0 reports0 hours800 records2 minutes  | 320 hours333 hours | 0 hours27 hours | – 320 hours– 20 responses– 306 hours– 200 responses |
| 213.343 – Record of CWR work that does not conform with written procedures– Procedures for installations and adjustments of CWR | 3,000 records4 hours0 reports0 hours | 8,000 records2 minutes2 plans4 hours | 12,000 hours0 hours | 266.7 hours8 hours | – 11,733 hours+ 5,000 responses+ 8 hours+ 2 responses |
| 213.345 Vehicle qualification testing – Vehicle qualification program for all vehicle types operating at track Class 6 speeds or above – Previously qualified vehicle types qualification programs – Written consent of other affected track owners by railroad  | 50 programs120 hours50 programs40 hours3 written consents8 hours | 2 programs120 hours2 programs8 hours4 written consents30 minutes | 6,000 hours2,000 hours24 hours | 240 hours16 hours2 hours | – 5,760 hours– 48 responses – 1,984 hours– 48 responses – 22 hours– 1 response  |
| 213.369(d) – Inspection Records – Record of inspection of track | 15,000 records1 minute | 15,000 records10 minutes | 250 hours | 2,500 hours | + 2,250 hours0 responses |
| - Internal defect inspections and remedial action taken | 50 records5 minutes | 0 records | 4 hours | 0 hours | – 4 hours– 50 responses |

1. **Publication of results of data collection.**

There will be no publications involving these information collection requirements.

1. **Approval for not displaying the expiration date for OMB approval.**

Once OMB approval is received, FRA will publish the approval number for these information collection requirements in the Federal Register.

1. **Exception to certification statement.**

No exceptions are taken at this time. In this information collection, as in all its information collection activities, FRA seeks to do its very best to fulfill DOT Strategic Goals and to be an integral part of One DOT.

1. 36 FR 20336. [↑](#footnote-ref-2)
2. 49 CFR 1.89. [↑](#footnote-ref-3)
3. 63 FR 34029, June 22, 1998; 63 FR 54078, Oct. 8, 1998. [↑](#footnote-ref-4)
4. See76 FR 18073. [↑](#footnote-ref-5)
5. Size Eligibility Provisions and Standards, 13 CFR part 121, subpart A. [↑](#footnote-ref-6)
6. 68 FR 24891 (May 9, 2003) (codified at appendix C to 49 CFR part 209). [↑](#footnote-ref-7)
7. The Class III revenue threshold is $37,108,875 or less, last updated in 2018. (The Class II threshold is between $37,108,875 and $463,860,933; and the Class I threshold is $463,860,933 or more.) [↑](#footnote-ref-8)
8. The dollar equivalent cost is derived from the Surface Transportation Board's Full Year Wage A&B data series using the appropriate employee group hourly wage rate that includes a 75-percent overhead charge. [↑](#footnote-ref-9)
9. Note: Each record of an inspection under §§ 213.4, 213.119, 213.233, 213.235, and 213.237 is covered under § 213.241. [↑](#footnote-ref-10)