

1FEDERAL RAILROAD ADMINISTRATION
Railroad Workplace Safety
(Title 49 Code of Federal Regulations Part 214)
SUPPORTING JUSTIFICATION
OMB Control No. 2130- 0539
Form Number: FRA F 6180.119

Summary

- This submission is a request for an extension without change (with changes in estimates) of the last three-year approval granted by the Office of Management and Budget (OMB) on May 31, 2022, which expires May 31, 2025.
- The Federal Railroad Administration (hereafter “FRA” or “the Agency”) published a required 60-day notice in the Federal Register on March 25, 2025. See 90 FR 13656. FRA received no comments in response to this Notice.
- Overall, adjusted estimates increased the burden hours by 7,985 hours and increased responses by 184,947.
- The answer to question number 12 itemizes information collection requirement.
- The answer to question number 15 itemizes all adjustments.

1. Circumstances that make collection of the information necessary.

Section 20103 of title 49 of the United States Code (U.S.C.) provides that, “[t]he Secretary of Transportation, as necessary, shall prescribe regulations and issue orders for every area of railroad safety.” This statutory section codifies the authority granted to the Secretary of Transportation under the Federal Railroad Safety Act of 1970. The Secretary’s authority to act under section 20103 is delegated to the Federal Railroad Administrator.¹

In the field of railroad workplace safety, FRA has traditionally pursued a very conservative course of regulation, relying upon the industry to implement suitable railroad safety rules, and mandating in the broadest of ways that employees be “instructed” in the requirements of those rules and that railroads create and administer programs of operational tests and inspections to verify rules compliance. This approach is based on several factors, including recognition of the strong interest of railroads in avoiding costly accidents and personal injuries, the limited resources available to FRA to directly enforce railroad safety rules, and the apparent success of management and employees in accomplishing most work in a safe manner.

¹ See 49 CFR 1.89.

Over the years, however, it became necessary to codify certain requirements, either to remedy perceived shortcomings in the railroads' rules to emphasize the importance of compliance, or to provide FRA a more direct means of promoting compliance.

On December 16, 1996, FRA amended Part 214, adding Subpart C, Roadway Worker Protection (RWP) to require that each railroad adopt an on-track safety program to protect employees working on or around railroad track from the hazards of being struck by a train or other on-track equipment.² Part 214 was further revised on July 28, 2003, by adding a new Subpart D, prescribing safety standards for railroad on-track roadway maintenance machines and hi-rail vehicles.³

On November 25, 2009, FRA issued a notice of proposed rulemaking and proposed amendments to Part 214 to require railroads to adopt specified on-track safety procedures to protect certain roadway work groups from the movement of trains or other on-track equipment on "adjacent controlled track."⁴ The final rule was published on November 30, 2011.⁵ Two additional final rules were published on March 8, 2012,⁶ and then June 5, 2013, which delayed the effective date of the original rule. As a result, the rule became effective on July 1, 2014.⁷

On June 10, 2016, FRA amended its RWP regulation to resolve interpretative issues that had arisen since the 1996 promulgation of that rule.⁸ The final rule also removed three outdated incorporations by reference of industry standards in FRA's Bridge Worker Safety Standards and added cross-references to the Occupational Safety and Health Administration's regulations on the same point.

On March 17, 2022,⁹ FRA published a final rule revising its regulations governing railroad workplace safety to allow for the use of alternative cybersecurity standards for electronic display systems used to view track authority information for roadway worker safety, and exempt certain remotely operated roadway maintenance machines from existing heating, ventilation, and air conditioning (HVAC) requirements for enclosed cabs.

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

FRA uses the information that it collects under 49 CFR Part 214 to monitor and enforce requirements relating to the safety of roadway workers and ensure that railroads fulfill their responsibilities to keep roadway workers secure and free from unnecessary and avoidable hazards.

² 61 FR 65959.

³ 68 FR 44388.

⁴ 74 FR 61633.

⁵ 76 FR 74585.

⁶ 77 FR 13978

⁷ 78 FR 33754.

⁸ 81 FR 37840.

⁹ 87 FR 15137.

The details of each paperwork requirement are covered under Question #12 of this document.

Under § 214.307, the information collected is used by FRA to ensure that each railroad adopts and implements the required on-track safety program that will afford on-track safety to all roadway workers whose duties are performed on that railroad. Each such program – and any amendments to that program – must provide for the level of safety specified in the subpart. When railroads determine that it is necessary to revise their on-track safety program, FRA may review these program amendments to determine that the required level of safety is maintained.

Under § 214.329, every roadway worker who is assigned the duties of a watchman/lookout shall first be trained, qualified, and designated in writing by the railroad. This ensures that only those designated are authorized to perform the task of making train approach warnings to provide roadway workers sufficient time to move to a place of safety upon the approach of a train.

Under § 214.337, a lone worker who uses individual train detection to establish on-track safety shall first complete a written Statement of On-track Safety. This statement must be provided to a representative of FRA if requested to ensure that the safety measures outlined under this section have been complied with.

Under §§ 214.343 through 214.357, FRA uses the required written records regarding roadway worker qualifications to assist its investigators after an accident or incident resulting in roadway worker casualties. These records are required to contain the type of qualification attained by each roadway worker and the most recent date of qualification. By examining these and other records, FRA can determine whether or not appropriate personnel received necessary training and followed the required on-track safety procedures.

Under § 214.503, employees operating on-track roadway maintenance machines are required to notify their employer whenever they make a good faith determination that the machines do not comply with FRA regulations. Employers must have in place and follow written procedures to assure prompt and equitable resolution of these challenges resulting from the good faith determination made by employees.

Under § 214.505, employers are required to maintain a list of new and designated roadway maintenance machines that are equipped with enclosed cabs with operative heating systems, operative air conditioning systems, and operative positive pressurized ventilation systems. The list determines employer responsibilities related to environmental control and protection systems for new and existing on-track roadway maintenance machines with enclosed cabs. New on-track roadway maintenance machines and existing on-track roadway maintenance machines specifically designated

by the employer must be capable of protecting employees in the cabs of the machines from exposure to air contaminants, in accordance with 29 CFR 1910.1000.

Additionally, under § 214.505, remotely operated roadway maintenance machines must be clearly identified by stenciling, marking, or other written notice in a conspicuous location on the machine indicating the potential hazards of the machine being operated from a distance or that the machine may move automatically.

Under § 214.511, audible warning devices are required on new on-track roadway maintenance machines. The triggering mechanism for this audible warning device must be clearly identifiable and within easy reach of the machine operator. Additionally, each existing on-track maintenance machine must be equipped with a permanent or audible warning device that produces a sound loud enough to be heard by roadway workers and other machine operators within the immediate work area.

Under § 214.517, each existing on-track roadway maintenance machine must have a stencil or documentation on the machine identifying the light weight of the machine clearly displayed on it, and the location of safe and secure positions for the machine operator and roadway workers to be transported on the machine. The displayed light weight identifies the machine's proper category and provides essential information to crane operators in the event the machine is lifted onto or loaded off a flatbed truck or rail car for movement from one work site to another. If roadway workers are not permitted on the machine, the prohibition must be noted by the stenciling or documentation on the machine.

Under § 214.523, the operator of a high-rail vehicle must check the vehicle for compliance with the subpart, prior to using the vehicle at the start of the operator's work shift. Non-complying conditions that cannot be immediately repaired must be tagged and dated in a manner determined by the employer and reported to the designated official.

The information collected under § 214.523 regarding mandatory hi-rail vehicle annual safety inspections is used by FRA to ensure that the safety-critical components of these vehicles are adequately maintained and, if necessary, promptly repaired or replaced.

Under § 214.527, the operator of an on-track roadway maintenance machine must check the machine components for compliance with the subpart, prior to using the machine at the start of the operator's work shift. Any non-complying condition that cannot be repaired immediately must be tagged and dated in a manner prescribed by the employer and reported to the designated official.

Under § 214.533, records of repair subject to availability of parts may be kept on the on-track roadway maintenance machine or hi-rail vehicle or at a location designated by the employer.

Finally, Form FRA F 6180.119 is used by FRA/State inspectors to cite rule violations of Part 214 and to recommend civil penalties for serious infractions to promote and maintain rail safety.

3. Extent of automated information collection.

FRA strongly encourages the use of information technology, wherever possible, to reduce burden on respondents. Part 214 allows railroads the option of maintaining the required records electronically.

Form FRA F 6180.119 is used within FRA's Railroad Inspection System for the Personal Computer (RISPC system) by agency and State safety inspectors. All of these forms are submitted electronically.

4. Efforts to identify duplication.

To FRA's knowledge, this information is not duplicated anywhere. Similar data is not available from any other source.

5. Efforts to minimize the burden on small businesses.

Part 214 applies to all railroads, of which there are approximately 800 on the general system, and FRA estimates that approximately 93 percent of these railroads are small entities. However, FRA has determined that the impact on entities affected by the information collection requirements of Part 214 will not be significant.

6. Impact of less frequent collection of information.

If this collection were not conducted or if this collection were conducted less frequently, the risk of injury or death to those working on or about railway tracks would be greater. Without the requirements stipulated under § 214.307, roadway workers may not know the precise procedures and practices that they must follow for on-track safety and equipment. Without the designated list of specified watchmen/lookouts, affected roadway workers could be improperly notified in sufficient time to move to places of safety when a train or other on-track equipment is authorized to move on adjacent track at various legal speeds.

Without the requirement that employers maintain a list of new and designated roadway maintenance machines that are enclosed with cabs with operative heating systems, operative air conditioning systems, and operative ventilation systems, FRA and other Federal and State inspectors would not be able to use these rosters to determine which agency has the responsibility for inspection and enforcement of respiratory safety regulations for each roadway machine. Furthermore, without the provision that the triggering mechanism of audible warning devices required on new on-track roadway maintenance machines be clearly identifiable and within easy reach of the machine

operator, more railway workers might be injured or killed because they did not know where the mechanism was in a critical situation and were not able to sound it in time.

Without the written statement of an on-track safety program collected under this regulation, FRA and State inspectors would not be able to review and assess the effectiveness of an on-track safety program necessary to ensure the safety of operators while using individual train detection to prevent accidents and serious injury to roadway workers.

Additionally, each employer must maintain written or electronic records of each roadway worker's current qualifications and make these records available to FRA for inspection and copying upon request.

Finally, without Form FRA F 6180.119, FRA would not have a mechanism to cite serious individual or corporate violations of Part 214 that it could use to recommend civil penalties. In summary, the net result of not collecting this information or collecting it less frequently would be to permit a more dangerous rail environment for roadway workers.

7. Special circumstances.

There are no special circumstances associated with this information collection.

8. Compliance with 5 CFR 1320.8.

As required by the Paperwork Reduction Act of 1995 (PRA) and 5 CFR part 1320, FRA published a notice in the *Federal Register* on March 25, 2025,¹⁰ soliciting comment from the public, railroads, and other interested parties on these information collection requirements. FRA received no comments from the public.

Consultations with representatives of the affected population:

As a part of FRA's oversight and enforcement, individuals from the railroad industry are generally in direct contact with FRA's inspectors at the time of site inspections and can provide any comments or concerns to them.

9. Payments or gifts to respondents.

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

10. Assurance of confidentiality.

¹⁰ 90 FR 13656.

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

11. Justification for any questions of a sensitive nature.

There are no questions of a sensitive or private nature involving this regulation and its associated information collection requirements.

12. Estimate of burden hours for information collected.

The PRA estimates for the respondent universe, annual responses, and average time per response are based on the experience and expertise of FRA's Track and Structures Division.

| CFR Section/Subject | Respondent Universe | Total Annual Responses (A) | Average Time per Response (B) | Total Annual Burden hours (C) = A * B | Wage Rate ¹¹ | Total Cost Equivalent (D) = C * wage rate | Section Analyses and Estimates |
|---|-----------------------------|----------------------------|-------------------------------|---------------------------------------|-------------------------|---|---|
| Part 214 Workplace Safety Violation Report | | | | | | | |
| Form FRA F 6180.119— | 350 State safety inspectors | 6 | 4 hours | 24 hours | \$69.79 | \$1,674.96 | State inspectors enforce compliance with part 214. In order to do this, they obtain information from the railroads and railroad workers. Violations of workplace safety are reported on the form. |
| 214.307 On-track safety programs | | | | | | | |
| —(a) New railroads on-track safety programs | 2 new railroads | 2 | 10 hours | 20 hours | \$89.13 | \$1,782.60 | Each railroad subject to this part shall maintain and have in effect an on-track safety program which complies with the requirements of this subpart. New railroads must have an on-track safety program in effect by the date on which operations commence. The on-track safety program shall be retained at a railroad's system headquarters and division headquarters and shall be made available to representatives of the FRA for inspection and copying during normal business hours. Each railroad to which this part applies is authorized to |

¹¹ 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 300 (Maintenance of Way & Structures) hourly wage rate of \$39.88. The total burden wage rates (Straight time plus 75%) used in the table are \$89.13 (\$50.93 x 1.75 = \$89.13), and \$69.79 (\$39.88 x 1.75).

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| | | | | | | | <p>retain its program by electronic recordkeeping in accordance with 49 CFR §§ 217.9(g) and 217.11(c).</p> <p>Note: This section includes burden hours for the following: § 214.311 – Responsibility of employers. § 214.317 – On-track safety procedures. § 214.318 – Locomotive servicing and car shop repair track areas. § 214.339 – Audible warning from trains.</p> |
| —(b) RR notification to FRA not less than one month before on-track safety program takes effect | 2 new railroads | 2 | 20 minutes | 0.66 hours | \$89.13 | \$58.83 | Each railroad shall notify, in writing, the Associate Administrator for Railroad Safety and Chief Safety Officer, Federal Railroad Administration, RRS-15, 1200 New Jersey Avenue, SE, Washington, DC 20590, not less than one month before its on-track safety program, or a change to its program, becomes effective. |
| —RR notification to FRA of amendments to existing on-track safety programs | 800 railroads | 25 | 20 minutes | 8.25 hours | \$89.13 | \$735.32 | |
| —(c) RR amended on-track safety programs after FRA disapproval | 800 railroads | 0.33 | 4 hours | 1.32 hours | \$89.13 | \$117.66 | Upon review of a railroad's on-track safety program, the FRA Associate Administrator for Railroad Safety and Chief Safety Officer may, for cause stated, disapprove the program. The |

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| | | | | | | | railroad has 35 days from the date of the written notification of such disapproval to: (i) Amend its program and submit it to the Associate Administrator for Railroad Safety and Chief Safety Officer for approval; or |
| — written response in support of disapproved program | 800 railroads | 0.33 | 20 hours | 6.60 hours | \$89.13 | \$588.26 | (ii) Provide a written response in support of its program to the Associate Administrator for Railroad Safety and Chief Safety Officer. |
| 214.309 On-track safety manual | | | | | | | |
| —(c) RR publication of bulletins/notices reflecting changes in on-track safety manual | 800 railroads | 50 | 1 hour | 50 hours | \$89.13 | \$4,456.50 | Changes to the on-track safety manual may be temporarily published in bulletins or notices. Such publications shall be retained along with the on-track safety manual until fully incorporated into the manual. |
| 214.319 Working limits, generally | | | | | | | |
| —(c) Written request to FRA to exempt a segment of track from the requirements of paragraph (b) of this section. | FRA anticipates zero submissions for this requirement over the next three-year period. | | | | | | |
| 214.320 Roadway maintenance machines movement over signalized non-controlled track | | | | | | | |
| —Request in writing from RR to FRA for equivalent level of protection to that provided by limiting all train and locomotive movements to restricted speed | 800 railroads | 0.33 | 4 hours | 1.32 hours | \$89.13 | \$117.66 | Working limits must be established for roadway maintenance machine movements on non-controlled track equipped with automatic block signal systems over which trains are permitted to exceed restricted speed (for purposes of this section, on-track movements prepared to stop within one-half the range of vision but not exceeding 25 mph). This section applies unless the railroad’s operating rules protect the movements of roadway maintenance |

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| | | | | | | | machines in a manner equivalent to that provided for by limiting all train and locomotive movements to restricted speed, and such equivalent level of protection is first approved in writing by FRA's Associate Administrator for Railroad Safety and Chief Safety Officer. |
| 214.322 Exclusive track occupancy, electronic display | | | | | | | |
| —(b) Written authorities/printed authority copy if electronic display fails or malfunctions | 3 Class I Railroads | 1,000 | 10 minutes | 166.67 hours | \$69.79 | \$11,631.90 | If the electronic display device malfunctions, fails, or cannot display an authority while it is in effect, the roadway worker in charge shall either obtain a written or printed copy of the authority in accordance with § 214.321 (except that on-track roadway maintenance machine and hi-rail movements must stop) or establish another form of on-track safety without delay. |
| 214.329 Train approach warning provided by watchmen/lookouts | | | | | | | |
| —(f) Written designation of watchmen/lookouts | 800 railroads | 26,250 | 30 seconds | 218.75 hours | \$89.13 | \$19,497.19 | Every roadway worker who is assigned the duties of a watchman/lookout shall first be trained, qualified and designated in writing by the employer to do so in accordance with the provisions of § 214.349 . |
| 214.337 On-track safety procedures for lone workers | | | | | | | |
| —(f) written statements | 800 railroads | 208,000 | 3 minutes | 10,400 hours | \$69.79 | \$725,816 | A lone worker who uses individual train detection to establish on-track safety shall first complete a written Statement of On-track Safety. The Statement shall designate the limits of the track for which it is prepared and the date and time for which it is valid. The statement shall show the maximum authorized speed of trains within the |

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| | | | | | | | limits for which it is prepared, and the sight distance that provides the required warning of approaching trains. The lone worker using individual train detection to establish on-track safety shall produce the Statement of On-track Safety when requested by a representative of the Federal Railroad Administrator. |
| 214.343 Training and qualification, general | | | | | | | |
| 214.343 through 214.357 —Annual training for all roadway workers— Records of training | 43,000 roadway workers | 43,000 | 2 minutes | 1,433 hours | \$89.13 | \$127,723.29 | Each employer of roadway workers shall maintain written or electronic records of each roadway worker qualification in effect. Each record shall include the name of the employee, the type of qualification made, and the most recent date of qualification. These records shall be kept available for inspection and photocopying by the Federal Railroad Administrator during regular business hours |
| 214.503 Good-faith challenges; procedures for notification and resolution | | | | | | | |
| —(c) Written procedures for resolution of good faith challenges | 2 new railroads | 2 | 2 hours | 4 hours | \$89.13 | \$356.52 | Each employer shall have in place and follow written procedures to assure prompt and equitable resolution of challenges resulting from good-faith determinations made in accordance with this section. The procedures shall include specific steps to be taken by the employer to investigate each good-faith challenge, as well as procedures to follow once the employer finds a challenged machine or vehicle does not comply with this subpart or is otherwise unsafe to operate. The procedures shall also include the title and location of the employer's |

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| | | | | | | | designated official. |
| 214.505 Required environmental control and protection systems for new on-track roadway maintenance machines with enclosed cabs | | | | | | | |
| —(c) Designation list of new and existing on-track roadway maintenance machines | 800 railroads 200 contractors | 800 | 5 minutes | 64 hours | \$89.13 | \$5,704.32 | An employer shall maintain a list of new and designated existing on-track roadway maintenance machines of the types identified in paragraphs (a)(1) through (a)(5) of this section, or functionally equivalent thereto. The list shall be kept current and made available to the Federal Railroad Administration and other Federal and State agencies upon request. |
| —(i)(4) Stenciling or marking of remotely operated roadway maintenance machines | 30 remotely operated machines | 10 | 5 minutes | 0.83 hours | \$69.79 | \$57.93 | Each remotely operated roadway maintenance machine must be clearly identified by stenciling, marking, or other written notice in a conspicuous location on the machine indicating the potential hazards of the machine being operated from a distance or that the machine may move automatically. |
| 214.507 Required safety equipment for new on-track roadway maintenance machines | | | | | | | |
| —(d) As-Built Light Weight displayed on new roadway maintenance machines | 800 railroads 200 contractors | 1,000 | 5 minutes | 83.33 hours | \$69.79 | \$5,815.60 | Each new on-track roadway maintenance machine shall have its as-built light weight displayed in a conspicuous location on the machine. |
| 214.511 Required audible warning devices for new on-track roadway maintenance machines | | | | | | | |
| —Required audible warning devices for new on-track roadway maintenance machines | 800 railroads 200 contractors | 3,700 | 5 minutes | 308.33 hours | \$69.79 | \$21,518.35 | A horn or other audible warning device that produces a sound loud enough to be heard by roadway workers and other machine operators within the immediate work area. The triggering mechanism for the device shall be clearly identifiable and within easy reach of the machine operator. |
| 214.515 Overhead covers for existing on-track roadway maintenance machines | | | | | | | |
| —(b) Overhead covers for existing on-track | 800 railroads | 50 | 30 minutes | 25 hours | \$89.13 | \$2,228.25 | For those existing on-track roadway maintenance machines that are not |

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| roadway maintenance machines | 200 Contractors | | | | | | already equipped with overhead covers for the operator's position, the employer shall evaluate the feasibility of providing an overhead cover on such a machine if requested in writing by the operator assigned to operate the machine or by the operator's designated representative. The employer shall provide the operator a written response to each request within 60 days. When the employer finds the addition of an overhead cover is not feasible, the response shall include an explanation of the reasoning used by the employer to reach that conclusion. |
| 214.517 Retrofitting of existing on-track roadway maintenance machines manufactured on or after January 1, 1991 | | | | | | | |
| —(c) Stenciling the light weight on the machine | 800 railroads 200 contractors | 500 | 5 minutes | 41.67 hours | \$69.79 | \$2,908.15 | The light weight of the machine stenciled or otherwise clearly displayed on the machine, if the light weight is known. |
| 214.523 Hi-rail vehicles | | | | | | | |
| —(b) Records of compliance | 800 railroads 200 contractors | 5,000 | 5 minutes | 416.67 hours | \$89.13 | \$37,137.80 | Each employer shall keep records pertaining to compliance with paragraph (a) of this section. Records may be kept on forms provided by the employer or by electronic means. The employer shall retain the record of each inspection until the next required inspection is performed. The records shall be made available for inspection and copying during normal business hours by representatives of FRA and States participating under part 212 of this chapter . The records may be kept on the hi-rail vehicle or at a location designated by the employer. |
| —(d)(2) Non-complying | 800 | 500 | 10 | 83.33 | \$89.13 | \$7,427.21 | A non-complying condition that cannot |

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| conditions— Tagging and reporting | railroads 200 contractors | | minutes | hours | | | be repaired immediately shall be tagged and dated in a manner prescribed by the employer and reported to the designated official. |
| 214.527 On-track roadway maintenance machines; inspection for compliance | | | | | | | |
| —(b) Inspection for compliance tag and report non-complying condition | 800 railroads 200 contractors | 550 | 20 minutes | 183.33 hours | \$69.79 | \$12,794.60 | Any non-complying condition that cannot be repaired immediately shall be tagged and dated in a manner prescribed by the employer and reported to the designated official. |
| 214.533 Schedule of repairs subject to availability of parts | | | | | | | |
| —(d) Records of compliance | 800 railroads 200 contractors | 250 | 15 minutes | 62.50 hours | \$89.13 | \$5,570.63 | Each employer shall maintain records pertaining to compliance with this section. Records may be kept on forms provided by the employer or by electronic means. The employer shall retain each record for at least one year, and the records shall be made available for inspection and copying during normal business hours by representatives of FRA and States participating under part 212 of this chapter . The records may be kept on the on-track roadway maintenance machine or hi-rail vehicle or at a location designated by the employer. |
| Totals ¹² | 800 railroads 200 contractors | 290,698 responses | N/A | 13,604 hours | | \$966,583 | |

13. Estimate of total annual costs to respondents.

Listed below are the costs associated with the information collection requirements of Subpart C:

¹²Totals may not add up due to rounding.

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| \$250 | Printing and other related expenses for required program manuals for 5 new start-up Class III railroads (@ \$50 per manual) ** |
| \$5,255 | Total cost |

**RRs are not required to have the program manuals printed as a hard copy, but some still choose to do so. FRA has provided an email RWPSubmissions@dot.gov that railroads can use for their submissions.

Total annual cost to respondents is \$5,505.

14. Estimate of Cost to Federal Government.

There are no additional costs to the federal government.

15. Explanation of program changes and adjustments.

This is an extension without change (with changes in estimates) of a currently approved information collection request (ICR).

FRA has made multiple adjustments to its estimated paperwork burden that increased the previously approved burden from 5,619 hours to 13,604 hours, and the number of responses from 105,751 to 290,698. FRA conducted a thorough review and analysis of this ICR package and has determined that several of the paperwork burdens reported in the previous submission were overestimated and some were determined to be unnecessary under the PRA as detailed below. The total estimated burden has increased, however, because FRA has included the estimated burden associated with § 214.337(f), which was inadvertently omitted in the past.

- Under § 214.307, On-track safety programs, FRA made burden estimate adjustments to the previously submitted burden hours to accurately reflect that most railroads have completed this requirement, and the number of times notifications are received from railroads with respect to any amendments made to their current safety programs or new startups. This submission primarily reflects only the number of new startups, which is estimated at two new railroads. Consequently, the paperwork burden for this requirement has decreased from 679 to 37 burden

hours.

- § 214.336, On-track safety procedures for certain roadway work groups and adjacent tracks, permits the use of train approach warnings by watchmen/lookouts. After a thorough review, FRA found that this requirement is not considered an information collection under 5 CFR 1320.3(b)(2). Subsequently, the burden hours associated with this requirement were removed, thus reducing the burden by 28 hours.
- Under § 214.337(f), On-track safety procedures for lone workers, it was determined that the burden was not included in the previously reported submissions. This submission corrects that oversight and, consequently, the burden hours were increased by 10,400 hours.
- Under paragraph § 214.505(c), Required environmental control and protection systems for new on-track roadway maintenance machines with enclosed cabs, the average burden associated with the list of designated on-track roadway maintenance machines was decreased from 1 hour to 5 minutes. The decrease in burden hours reflects that, with the exception of startups, railroads should have already developed these designated lists and, therefore, only need to maintain and update them as appropriate.
- Additionally, the previously reported burden of 13 hours under § 214.505(d), related to existing roadway maintenance machines identified as “designated,” has been removed from this ICR because the regulatory requirement does not cause the collection of any information.
- A review of the number of FRA F 6180.119 forms, submitted over the last four and a half years, showed that on an average only six forms were being submitted annually. Therefore, the burden hours associated with this requirement were decreased by 492 hours.
- Finally, the overall recordkeeping burden hours have decreased from 3,387 hours to 2,953 hours. This decrease is due to the reduced number of roadway workers employed with the railroads.

| CFR Section | Total Annual Responses | | | Total Annual Burden Hours | | |
|-------------|------------------------|--------------------|------------|---------------------------|--------------------|------------|
| | Previous Submission | Current Submission | Difference | Previous Submission | Current Submission | Difference |

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|---|-------|-------|-------|-----|--------|--------|
| Part 214 Workplace Safety Violation Report | | | | | | |
| Form FRA F 6180.119 | 129 | 6 | -123 | 516 | 24 | -492 |
| 214.307 On-track safety programs | | | | | | |
| —(a) New railroads on-track safety program | 601 | 2 | -599 | 563 | 20 | -543 |
| —(b) RR notification to FRA not less than one month before on-track safety program takes effect | 276 | 27 | -249 | 92 | 8.91 | -83.09 |
| —(c) RR amended on-track safety programs after FRA disapproval | 1 | 0.33 | -0.67 | 4 | 1.32 | -2.68 |
| —(c) RR written response in support of disapproved program | 1 | 0.33 | -0.67 | 20 | 6.60 | -13.40 |
| 214.309 On-track safety manual | | | | | | |
| —(c) RR publication of bulletins/notices reflecting changes in on-track safety manual | 100 | 50 | -50 | 100 | 50 | -50 |
| 214.311 Responsibility of individual roadway workers | | | | | | |
| —RR written procedure to achieve prompt and equitable resolution of good faith employee challenges <i>Note: The burden for this requirement is included under 214.307</i> | 5 | 0 | -5 | 10 | 0 | -10 |
| 214.317 On-track safety procedures | | | | | | |
| —On-track safety procedures, generally, for snow removal, weed spray equipment, tunnel niche or clearing by. <i>Note: The burden for this requirement is included under 214.307</i> | 5 | 0 | -5 | 10 | 0 | -10 |
| 214.318 Locomotive servicing and car shop repair track areas | | | | | | |
| —Procedures established by railroads for workers to perform duties incidental to those of inspecting, testing, servicing, or repairing rolling equipment. <i>Note: The burden for this requirement is included under 214.307</i> | 19 | 0 | -19 | 38 | 0 | -38.00 |
| 214.320 Roadway maintenance machines movement over signalized non-controlled track | | | | | | |
| —Request in writing from RR to FRA for equivalent level of protection to that provided by limiting all train and locomotive movements to restricted speed | 5 | 0.33 | -4.67 | 20 | 1.32 | -18.68 |
| 214.322 Exclusive track occupancy, electronic display | | | | | | |
| —(b) Written authorities/printed authority copy if electronic display fails or malfunctions | 1,000 | 1,000 | 0 | 167 | 166.67 | -0.33 |

| | | | | | | |
|---|--------|---------|---------|-------|----------|---------|
| 214.329 Train approach warning provided by watchmen/lookouts | | | | | | |
| —(f) Written designation of watchmen/lookouts | 26,250 | 26,250 | 0 | 219 | 218.75 | -0.25 |
| 214.336 On-track safety procedures for certain roadway work groups and adjacent tracks | | | | | | |
| —Procedures for adjacent track movements over 25 mph: notifications/watchmen/ lookout warnings | 10,000 | 0 | -10,000 | 14 | 0 | -14 |
| —Procedures for adjacent track movements 25 mph or less: notifications/watchmen/lookout warnings. | 3,000 | 0 | -3,000 | 4 | 0 | -4 |
| 214.337 On- track safety procedures for lone workers | | | | | | |
| —(f) written statements | 0 | 208,000 | 208,000 | 0 | 10,400 | 10,400 |
| 214.339 Audible warning from trains | | | | | | |
| —(a) Written procedures that prescribe effective requirements for audible warning by horn and/or bells for trains <i>Note: The burden for this requirement is included under 214.307</i> | 19 | 0 | -19 | 76 | 0 | -76 |
| 214.343 Training and qualification | | | | | | |
| 214.343 through 214.357—Annual training for all roadway workers—Records of training | 50,000 | 43,000 | -7,000 | 1,667 | 1,433.33 | -233.67 |
| 214.503 Good-faith challenges; procedures for notification and resolution | | | | | | |
| —(c) Written procedures for resolution of good faith challenges. | 125 | 2 | -123 | 21 | 4 | -17 |
| – Resolution procedures. (Included above) | 5 | 0 | -5 | 10 | 0 | -10 |
| 214.505 Required environmental control and protection systems for new on-track roadway maintenance machines with enclosed cabs | | | | | | |
| —(c) Designation list of new and existing on-track roadway maintenance machines | 500 | 800 | 300 | 500 | 64 | -436 |
| —Designations/additions to list | 150 | 0 | -150 | 13 | 0 | -13 |
| —(i)(4) Stenciling or marking of drone roadway maintenance machines | 10 | 10 | 0 | 1 | 0.83 | -0.17 |
| 214.507 Required safety equipment for new on-track roadway maintenance machines | | | | | | |
| —(d) As-Built Light Weight displayed on new roadway maintenance machines | 1,000 | 1,000 | 0 | 83 | 83.33 | 0.33 |
| 214.511 Required audible warning devices for new on-track roadway maintenance machines | | | | | | |
| —Required audible warning devices for new on-track roadway maintenance machines | 3,700 | 3,700 | 0 | 308 | 308.33 | 0.33 |

| | | | | | | |
|--|---------|---------|---------|-------|--------|---------|
| 214.515 Overhead covers for existing on-track roadway maintenance machines | | | | | | |
| —(b) Overhead covers for existing on-track roadway maintenance machines | 1000 | 50 | -950 | 250 | 25 | -225 |
| 214.517 Retrofitting of existing on-track roadway maintenance machines manufactured on or after January 1, 1991 | | | | | | |
| —(c) Stenciling the light weight on the machine | 500 | 500 | 0 | 42 | 41.67 | -0.33 |
| 214.523 Hi-rail vehicles | | | | | | |
| —(b) Records of compliance | 5,000 | 5,000 | 0 | 417 | 416.67 | -0.33 |
| —(d)(2) Non-complying conditions— Tagging and reporting | 1000 | 500 | -500 | 208 | 83.33 | -124.67 |
| 214.527 On-track roadway maintenance machines; inspection for compliance | | | | | | |
| —(b) Inspection for compliance tag and report non-complying condition | 1100 | 550 | -550 | 183 | 183.33 | 0.33 |
| 214.533 Schedule of repairs subject to availability of parts | | | | | | |
| —(d) Records of compliance | 250 | 250 | 0 | 63 | 62.50 | -0.50 |
| Totals | 105,751 | 290,698 | 184,947 | 5,619 | 13,604 | 7,985 |

16. Publication of results of data collection.

FRA does not have any plans to publish the results of this collection of information.

17. Approval for not displaying the expiration date for OMB approval.

FRA intends to display the expiration date.

18. Exception to certification statement.

No exceptions are taken at this time.