

REPORTING BURDEN—Continued

CFR Part 228 section	Respondent universe	Total annual responses (A)	Average time per response (hours) (B)	Total annual burden hours (A * B = C)	Total cost equivalent U.S.D (D = C * wage rate) <sup>1</sup>
—(f) RR Consultation with directly affected employees on: (i) RR Work schedules at risk for fatigue level possibly compromising safety; and (ii) Railroad’s selection of fatigue mitigation tools; and (iii) All RR Submissions required by this section seeking FRA approval.	36 railroads .....	20 .....	40 .....	800.00	71,304.00
228.409—Requirements for railroad-provided employee sleeping quarters during interim releases and other periods available for rest within a duty tour.	<i>The paperwork burden for requirement is included under § 228.407(f).</i>				
228.411—Training programs on fatigue and related topics (e.g., rest, alertness, changes in rest cycles, etc.)..	36 railroads .....	36 .....	2 .....	72	6,417.36
—(e) Records of training on fatigue and related topics.	36 railroads .....	5,539 .....	1 minute .....	92	8,199.96
228.411(f)—Conditional exclusion—Written declaration to FRA by tourist, scenic, historic, or excursion railroads seeking exclusion.	93 railroads .....	1 .....	1 .....	1	89.13
Totals <sup>2</sup> .....	797 railroads signal contractors & sub-contractors.	18,660,988 .....	N/A .....	1,284,832	114,517,098

Total Estimated Annual Responses: 18,660,988.

Total Estimated Annual Burden: 1,284,832 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$114,517,098.

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

Authority: 44 U.S.C. 3501–3520.

Christopher S. Van Nostrand,  
Deputy Chief Counsel.

[FR Doc. 2024–25565 Filed 11–1–24; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2024–0006]

Proposed Agency Information Collection Activities; Comment Request

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

<sup>1</sup> The dollar equivalent cost is derived from the 2023 Surface Transportation Board Full Year Wage A&B data series using employee group 200 (Professional Administrative Staff) hourly wage rate of \$50.93. The total burden wage rate (straight time plus 75%) used in the table is \$89.13 (\$50.93 × 1.75 = \$89.13).

<sup>2</sup> Totals may not add up due to rounding.

**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 3, 2025.

**ADDRESSES:** Written comments and recommendations for the proposed ICR should be submitted on *regulations.gov* to the docket, Docket No. FRA–2024–0006. 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–NEW) 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. Arlette Mussington, Information Collection Clearance Officer, at email: *arlette.mussington@dot.gov* or telephone: (571) 609–1285 or Ms. Joanne Swafford, Information Collection Clearance Officer, at email:

*joanne.swafford@dot.gov* or telephone: (757) 897–9908.

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

FRA believes that soliciting public comment may reduce the administrative and paperwork burdens associated with the collection of information that Federal regulations mandate. In summary, comments received will advance three objectives: (1) reduce

reporting burdens; (2) organize information collection requirements in a “user-friendly” format to improve the use of such information; and (3) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

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

*Title:* Women of Rail (WoR) Gender Diversity Survey.

*OMB Control Number:* 2130–NEW.

*Abstract:* This project is being conducted as a one-time effort to administer research that will inform development of resources to improve gender diversity outcomes for the rail industry. The information collected in this study will be used to develop a richer understanding of effective practices for promoting gender diversity at all levels of the rail industry and to obtain greater insight into challenges and barriers that currently exist to attracting and retaining a more gender diverse workforce.

The study will also be used to address research needs as identified in FRA Broad Agency Announcement (BAA)

RSI–003 Workforce Recruitment: Attracting and Retaining Women of Rail and to inform development of a resource toolkit to support the rail industry in attracting and retaining a more gender-diverse workforce. The data collection effort will consist of surveys, interviews, and focus groups that are designed to (1) identify the current attitudes, gender-specific barriers, cultural norms, and beliefs (written and unwritten) regarding women in traditionally male-dominated positions and (2) identify lessons learned, strategies, and practices that organizations are implementing to attract more women in the workplace.

A digital outreach strategy will be employed to solicit volunteer participants. Eligible participants include all rail industry workers, leaders in similar industries, middle and high school teachers and students, and college faculty and students. Surveys will be conducted via an online platform. The only data that will be collected through the survey is attitude and opinion data. Following the survey, interviews and focus groups will be conducted via established conferences, organization meetings, and through

conference calls. Participants will only be asked to share opinions on the research topics. No personally identifying data will be collected with either the survey or interview/focus group activities.

The results of this study will be published in an FRA research report and will be used to inform development of a resource toolkit to support the rail industry in attracting and retaining a more gender-diverse workforce.

*Type of Request:* Approval of a new collection of information.

*Affected Public:* Businesses. Rail stakeholders including those in labor positions, carrier management, research/academia, professional association staff, Human Resource personnel, regulators, executive level staff, students, and faculty.

*Form(s):* FRA F 6180.280; FRA F 6180.285; FRA F 6180.286; FRA F 618.287.

*Respondent Universe:* Rail Employees, Rail Leaders, Education Focus Groups, Industry Focus Groups.

*Frequency of Submission:* On occasion.

*Reporting Burden:*

Survey methods	Respondent universe	Estimated # contacted (* using 20% response rate for online surveys and industry interviews; 5% for education focus groups)	Total annual responses	Average time per response	Total annual burden hours	Wage <sup>1</sup> rates	Total cost equivalent U.S. D
			(A)	(B)	(C) = A * B	(D)	(E) = C * D
FRA Rail Workers Form FRA F 6180.280 Survey #1 <sup>2</sup> .	All rail industry employees (N = 181,210).	10,245 .....	2,049 .....	12 minutes ...	410 hours .....	46.26	\$18,966.60
Senior Leadership & Human Resources Form FRA F 6180.287 Survey #2–.	Rail Companies (N = 654 (approx.) Class I–III, commuter, Amtrak).	654 .....	131 .....	10 minutes ...	22 hours .....	81.16	1,785.52
Interviews Form FRA F 6180.285 Survey #3.	Non-managerial (N = 174,430).	250 .....	50 .....	30 minutes ...	25 hours .....	46.26	1,156.50
	Managerial (N = 7,780) .....	250 .....	50 .....	30 minutes ...	25 hours .....	81.16	2,029.00
	Similar Industry Managerial (N >> 7,780).	125 .....	25 .....	30 minutes ...	12.5 hours .....	81.16	1,014.50
FRA Focus Groups Form FRA F 6180.286 Survey #4.	Middle and High school students (N = 30 schools).	1,500 students (min. 10 schools to ensure demographic diversity).	75 responses .....	1 hour .....	75.00 hours ...	15.50	1,162.50
	College students (N = 40 institutes of higher education (IHE)).	1,000 Students (min. 5 IHEs to ensure demographic diversity).	50 responses .....	1 hour .....	50.00 hours ...	16.54	827.00
	Middle and High school faculty (N = 40 schools).	400 faculty (min. 10 schools to ensure demographic diversity).	20 responses .....	1 hour .....	20.00 hours ...	62.60	1,252.00
	College faculty (N = 40 institutes of higher education (IHE)).	400 faculty (min. 5 IHEs to ensure demographic diversity).	20 responses .....	1 hour .....	20.00 hours ...	94.48	1,889.60
<b>Total</b> <sup>3</sup> .....	.....	.....	<b>2,470 responses</b>	<b>N/A .....</b>	<b>659.50 hours</b>	<b>N/A</b>	<b>30,083.22</b>

*Total Estimated Annual Responses:* 2,470.

*Total Estimated Annual Burden:* 659.50 hours.

*Total Estimated Annual Burden Hour Dollar Cost Equivalent:* \$30,083.22.

<sup>1</sup> Unless otherwise stated, the dollar cost equivalent throughout the burden table was derived using the wage rates from the May 2023 Department of Labor, Bureau of Labor Statistics (BLS), classified within the NAICS 482000, Rail Transportation. This data source was also used to determine the

respondent universe for all rail occupations. All benefit costs are calculated using the BLS June 2023 Employer Costs for Employee Compensation. Student wage rates were calculated using SALARY TABLE 2023–GS (*opm.gov*). Benefit rates were not applied to student cost burdens.

<sup>2</sup> In order to get a representative sample of 181,210 employees FRA must contact approximately 5.65% of the respondent universe, which equates to approximately 10,245 persons.

<sup>3</sup> Totals may not add up due to rounding.

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

*Authority:* 44 U.S.C. 3501–3520.

**Christopher S. Van Nostrand,**

*Deputy Chief Counsel.*

[FR Doc. 2024–25597 Filed 11–1–24; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2024–0068]

#### Receipt of Petition for Temporary Exemption From Shoulder Belt Requirement for Side-Facing Seats on Motorcoaches

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Notice of receipt of petition for temporary exemption; request for public comment.

**SUMMARY:** Legacy Limousines and Luxury Coaches has petitioned NHTSA for a temporary exemption from the requirement to install Type 2 seat belts (*i.e.*, shoulder belts) at side-facing locations in the company’s motorcoaches. The petitioner is a final-stage manufacturer of entertainer-type motorcoaches, seeking temporary exemption from the shoulder belt requirement of Federal Motor Vehicle Safety Standard (FMVSS) No. 208, “Occupant crash protection,” for side-facing seats on motorcoaches. The petitioner seeks to install Type 1 seat belts (lap belt only) at side-facing seating positions, instead of the Type 2 seat belts (lap and shoulder belts) required by FMVSS No. 208. The petitioner states that, absent the requested exemption, it will otherwise be unable to sell a vehicle whose overall level of safety or impact protection is at least equal to that of a nonexempted vehicle. NHTSA is publishing this document to notify the public of the receipt of the petition and to request comment on it, in accordance with statutory and administrative provisions.

**DATES:** Comments must be received on or before December 4, 2024.

**ADDRESSES:** NHTSA invites you to submit comments on the petition described herein and the questions posed below. You may submit comments identified by docket number

in the heading of this notice by any of the following methods:

- *Fax:* (202) 493–2251.
- *Mail:* U.S. Department of

Transportation, Docket Operations, M–30, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Instructions:* All submissions must include the agency name and docket number. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act discussion below. NHTSA will consider all comments received before the close of business on the comment closing date indicated above. To the extent possible, NHTSA will also consider comments filed after the closing date.

*Docket:* For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> at any time or to 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. Telephone: (202) 366–9826.

*Privacy Act:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice, DOT/ALL–14 FDMS, accessible through [www.dot.gov/privacy](http://www.dot.gov/privacy). In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

*Confidential Business Information:* If you wish to submit any information under a claim of confidentiality, you must submit your request directly to NHTSA’s Office of the Chief Counsel. Requests for confidentiality are governed by part 512. NHTSA is currently treating electronic submission as an acceptable method for submitting

confidential business information to the agency under part 512. If you would like to submit a request for confidential treatment, you may email your submission to Dan Rabinovitz in the Office of the Chief Counsel at [Daniel.Rabinovitz@dot.gov](mailto:Daniel.Rabinovitz@dot.gov) or you may contact Dan for a secure file transfer link. At this time, you should not send a duplicate hardcopy of your electronic CBI submissions to DOT headquarters. If you claim that any of the information or documents provided to the agency constitute confidential business information within the meaning of 5 U.S.C. 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. 1905, you must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with part 512, to the Office of the Chief Counsel. Your request must include a cover letter setting forth the information specified in our confidential business information regulation (49 CFR 512.8) and a certificate, pursuant to § 512.4(b) and part 512, appendix A. In addition, you should submit a copy, from which you have deleted the claimed confidential business information, to the Docket at the address given above.

**FOR FURTHER INFORMATION CONTACT:** Sara R. Bennett, Office of the Chief Counsel, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone: (202) 366–2992; Fax: (202) 366–3820.

#### SUPPLEMENTARY INFORMATION:

- Background
- Authority and Procedures for Temporary Exemption
- FMVSS No. 208
- Legacy Limousine and Luxury Coaches’ Petition
- Public Participation

#### I. Background

NHTSA is responsible for promulgating and enforcing Federal motor vehicle safety standards (FMVSS) designed to improve motor vehicle safety. Generally, a manufacturer may not manufacture for sale, sell, offer for sale, or introduce or deliver for introduction into interstate commerce a vehicle that does not comply with all applicable FMVSS.<sup>1</sup> There are limited exceptions to this general prohibition.<sup>2</sup> One path permits manufacturers to petition NHTSA for an exemption for noncompliant vehicles under a specified set of statutory bases.<sup>3</sup> The

<sup>1</sup> 49 U.S.C. 30112(a)(1).

<sup>2</sup> 49 U.S.C. 30112(b); 49 U.S.C. 30113; 49 U.S.C. 30114.

<sup>3</sup> 49 U.S.C. 30113.