

CFR Section <sup>1</sup>	Respondent universe	Total annual responses	Average time per responses	Total annual burden hours	Total cost equivalent <sup>2</sup>
—(e)(3) Records of periodic reviews .....	50 railroads .....	116 records .....	1 minute .....	2 hours .....	154
—(f)–(g) Annual summary of operational tests and inspections.	50 railroads .....	50 summary records.	1 hour .....	50 hours .....	3,850
—(h)(1)(i) RR amended program of operational tests/inspections.	765 railroads .....	6 revised programs.	30 minutes .....	3 hours .....	231
—(h)(1)(ii) FRA disapproval of RR program of operational tests/inspections and RR written response in support of program.	765 railroads .....	6 supporting documents.	1 hour .....	6 hours .....	462
218.97(c)(1) and (c)(4)—RR employee good faith challenge of RR directive.	10 workers .....	10 gd. faith challenges.	15 minutes .....	3 hours .....	231
—(c)(5) RR resolution of employee good faith challenge.	2 new railroads .....	5 responses .....	15 minutes .....	1 hour .....	77
—(d)(1) RR officer immediate review of unresolved good faith challenge.	2 new railroads .....	3 reviews .....	30 minutes .....	2 hours .....	154
—(d)(2) RR officer explanation to employee that Federal law may protect against employer retaliation for refusal to carry out work if employee refusal is a lawful, good faith act.	2 new railroads .....	3 answers .....	15 minutes .....	1 hour .....	77
—(d)(3) Employee written/electronic protest of employer final decision.	2 new railroads .....	3 written protests ..	15 minutes .....	1 hour .....	77
—(d)(3) Employee copy of protest .....	2 new railroads .....	3 copies .....	1 minute .....	0.1 hour .....	8
—(d)(4) Employer further review of good faith challenge after employee written request.	2 new railroads .....	2 further reviews ..	15 minutes .....	0.5 hours .....	39
—(d)(4) RR verification decision to employee in writing.	2 new railroads .....	2 decisions .....	15 minutes .....	0.5 hours .....	39
—(e) Recordkeeping and record retention—Employer's copy of written procedures at division headquarters.	2 new railroads .....	2 copies .....	5 minutes .....	0.2 hours .....	15
218.99(a)—Shoving or pushing movement—RR operating rule complying with section's requirements.	2 new railroads .....	2 rule modifications.	1 hour .....	2 hours .....	154
218.101(a)–(c)—Leaving equipment in the clear—Operating rule that complies with this section.	2 new railroads .....	2 rule modifications.	30 minutes .....	1 hour .....	77
218.103(a)(1)—Hand-Operated Switches—Operating Rule that Complies with this section.	2 new railroads .....	2 rule modifications.	30 minutes .....	1 hour .....	77
Total .....	765 railroads .....	9,257,138 responses.	N/A .....	772,010 hours .....	59,445,553

<sup>1</sup> Note: The current inventory estimates a total burden of 4,791,614 hours while the requesting inventory estimates a total burden of 772,010 hours. There is no change in the method of the collection. However, FRA determined some of the estimates were double counted and/or outdated, while other estimates were not PRA requirements, thus leading to the increased figures in the current inventory, which were decreased accordingly in this notice. Also, totals may not add due to rounding.

<sup>2</sup> 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. The hourly wage rate used is \$77 per hour (\$44.27 \* 1.75 = \$77).

*Total Estimated Annual Responses:*  
9,257,138.

*Total Estimated Annual Burden:*  
772,010 hours.

*Total Estimated Annual Burden Hour Dollar Cost Equivalent:* \$59,445,553.

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b) and 1320.8(b)(3)(vi), 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 unless it displays a currently valid OMB control number.

**Authority:** 44 U.S.C. 3501–3520.

**Brett A. Jortland,**

*Deputy Chief Counsel.*

[FR Doc. 2020–20034 Filed 9–10–20; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2020–0071]

### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

Under part 235 of title 49 of the Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that on August 10, 2020, Norfolk Southern Corporation (NS) petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal

system. FRA assigned the petition Docket Number FRA-2020-0071.

*Applicant:* Norfolk Southern Corporation, T.A. Phillips, Senior Director—C & S Operations, 1200 Peachtree Street NE, Atlanta, GA 30309.

Specifically, NS requests permission to discontinue the traffic control system (TCS) on the Wolf Creek (WC) Branch Line of the Pocahontas Division, from milepost (MP) WC 0.0 to MP WC 22.4.

This discontinuance will include control points (CP) at Pilgrim, Peter Cave, Pigeon Roost, McClure, Bluebird, and Pevler, and four automatic signals. A new operative approach signal will be placed at MP WC 1.4 in approach to the CP Wolf Creek. All slide fences within the application limits will be retired. The main track between MP WC 0.0 and WC 22.4 will be converted to NS Rule 171 operation. The signaled sidings within the application limits at CP Pilgrim, Peter Cave, Pigeon Roost, and McClure will be made non-controlled, other than main track.

NS states that train operations in this area no longer support the need for TCS. The Wolf Creek Line is being operated under NS Operating Rule 292, Rusty Rail.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov).

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

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Website:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation (DOT), 1200 New Jersey Ave. SE, W12-140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Ave. SE, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by October 26, 2020 will be considered by FRA before final action is taken. Comments

received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy> Notice for the privacy notice of [www.regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety, Chief Safety Officer.*

[FR Doc. 2020-20085 Filed 9-10-20; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Limitation on Claims for Judicial Review of Actions by FRA and Other Federal Agencies

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

**ACTION:** Notice.

**SUMMARY:** This notice announces final actions taken by the Federal Railroad Administration (FRA) and other agencies relating to the Long Bridge Project (Project) consistent with section (l) of Efficient Environmental Reviews for Project Decisionmaking.

**DATES:** By this notice, FRA is advising the public of final agency actions subject to 23 U.S.C. 139(l). A claim seeking judicial review of such actions for the railroad project described below will be barred unless the claim is filed on or before September 11, 2022. If a Federal law that authorizes judicial review of a claim provides a time period of less than two years for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** Pauline Munz, Attorney-Advisor, Federal Railroad Administration, Office of Chief Counsel, (202) 493-0558, [pauline.munz@dot.gov](mailto:pauline.munz@dot.gov), or David Valenstein, Senior Advisor—Major Projects & Credit Programs, Federal

Railroad Administration, Office of Railroad Policy and Development, (202) 493-6368, [david.valenstein@dot.gov](mailto:david.valenstein@dot.gov).

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that FRA and other Federal agencies have taken final agency actions by issuing certain licenses, permits and approvals relating to the Project. The actions on the Project, as well as the laws under which such actions were taken, are described in the Project documentation issued to comply with the National Environmental Policy Act (NEPA). Interested parties may visit the Project website at <http://longbridgeproject.com/> or the FRA website at <https://railroads.dot.gov/>.

The Project involves construction of new two-track railroad bridges over the Potomac River and the George Washington Memorial Parkway (GWMP) between the existing railroad bridge and the Metrorail Bridge. The Project includes expansion of the Long Bridge Corridor, a 1.8-mile railroad corridor between RO Interlocking in Arlington, Virginia, and L'Enfant Interlocking near 10th Street SW in the District of Columbia, from two to four tracks and all necessary infrastructure improvements.

On September 3, 2020, FRA issued the Long Bridge Project Final Environmental Impact Statement/Record of Decision (Final EIS/ROD). In the Final EIS/ROD, FRA selected Action Alternative A, which would construct the Long Bridge Project as described above, and would retain the existing Long Bridge over the Potomac River and the railroad bridge over the GWMP. FRA determined that the Selected Alternative is the best option for the Project and that FRA's approval of the Selected Alternative is in the best interest of the public. FRA has further determined that all practicable measures to minimize environmental harm have been incorporated into Selected Alternative and that appropriate commitments are outlined in the FEIS/ROD.

This notice applies to all actions on the Project as of the issuance date of this notice. FRA's action, related actions taken by other agencies, and the laws under which such actions were taken are described further in the Final EIS/ROD. Such actions, include, but are not limited to, NEPA (42 U.S.C. 4321) and the Council on Environmental Quality Implementing Regulations for NEPA (40 CFR 1500-1508); Federal Railroad Administration Procedures for Considering Environmental Impacts (64 FR 28545); Efficient Environmental Reviews for Project Decisionmaking (23 U.S.C. 139); Section 4(f) of the United States Department of Transportation Act