

CFR section <sup>2</sup>	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total cost equivalent <sup>3</sup>
—(c)(1)(i) Amended RR program of instruction, testing, examination.	765 railroads .....	5 amended programs	30 minutes .....	3	231
218.97(b)(4)—RR copy of good faith challenge procedures.	765 railroads .....	4,732 copies to new employees.	6 minutes .....	473	36,421
218.97(c)(1) and (4)—RR employee good faith challenge of RR directive.	10 workers .....	10 good faith challenges.	15 minutes .....	3	231
—(c)(5) RR resolution of employee good faith challenge.	2 new railroads .....	5 responses .....	15 minutes .....	1	77
—(d)(1) RR officer immediate review of unresolved good faith challenge.	2 new railroads .....	3 reviews .....	30 minutes .....	2	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	77
—(d)(3) Employee written/electronic protest of employer final decision.	2 new railroads .....	3 written protests .....	15 minutes .....	1	77
—(d)(3) Employee copy of protest .....	2 new railroads .....	3 copies .....	1 minute .....	0.1	8
—(d)(4) Employer further review of good faith challenge after employee written request.	2 new railroads .....	2 further reviews .....	15 minutes .....	0.5	39
—(d)(4) RR verification decision to employee in writing.	2 new railroads .....	2 decisions .....	15 minutes .....	0.5	39
—(e) Recordkeeping and record retention—Employer's copy of written procedures at division headquarters.	765 railroads .....	765 copies .....	5 minutes .....	64	4,928
218.99(a)—Shoving or pushing movement—RR operating rule complying with section's requirements.	2 new railroads .....	2 rule modifications ...	1 hour .....	2	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	77
218.103(a)(1)—Hand-Operated Switches—Operating Rule that Complies with this section.	2 new railroads .....	2 rule modifications ...	30 minutes .....	1	77
Total .....	765 railroads .....	9,348,371 responses	N/A .....	763,236	58,770,040

Total Estimated Annual Responses: 9,348,371.

Total Estimated Annual Burden: 763,236 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$58,770,040.

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 a respondent is not required to respond to, conduct, or sponsor a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Brett A. Jortland,

Deputy Chief Counsel.

[FR Doc. 2020-28472 Filed 12-23-20; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2020–0095]

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

Under part 235 of title 49 Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that on December 4, 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–2020–0095.

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

Specifically, NS requests permission to discontinue a traffic control system (TCS) from milepost (MP) V 327 (PD Junction) to V 381.8 (Maben) on the Princeton-Deepwater line of the Pocahontas Division. This area includes control points (CPs) at Ambrose, Beggs,

Princeton, Rock, Weyanoke, Clark Gap, Algoquin, Herndon, Alpoca, CP No. 1 Crossover, Elmore, Gulf Junction, Virwest, Maben, and nine automatic signals. An operative approach signal will be placed at MP V 329.4 in approach to the CP PD Junction. All slide fences within the application limits will also be retired. The main track between MP V 327 and MP V 381.8 will be converted to NS Rule 171 operation. The signaled sidings within the application limits will be made non-controlled, other than main track.

NS states that operations in this area no longer require a TCS.

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 February 11, 2021 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/privacyNotice> 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. 2020–28556 Filed 12–23–20; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2020–0030; Notice 1]

#### Collins Bus Corporation, Receipt of Petition for Decision of Inconsequential Noncompliance

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

**ACTION:** Receipt of petition.

**SUMMARY:** Collins Bus Corporation (Collins) has determined that certain model year (MY) 2012–2020 Ford and Chevrolet school buses do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 217, *Bus Emergency Exits and Window Retention and Release*. Collins filed a noncompliance report dated April 15, 2020. Collins subsequently petitioned NHTSA on April 30, 2020, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This notice announces receipt of Collins's petition.

**DATES:** Send comments on or before January 27, 2021.

**ADDRESSES:** Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited in the title of this notice and submitted by any of the following methods:

- *Mail:* Send comments by mail addressed to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- *Hand Delivery:* Deliver comments by hand to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except for Federal holidays.
- *Electronically:* Submit comments electronically by logging onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Follow the online instructions for submitting comments.
- Comments may also be faxed to (202) 493–2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that comments you have submitted by mail were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and will be considered. All comments and

supporting materials received after the closing date will also be filed and will be considered to the fullest extent possible.

When the petition is granted or denied, notice of the decision will also be published in the **Federal Register** pursuant to the authority indicated at the end of this notice.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at <https://www.regulations.gov> by following the online instructions for accessing the docket. The docket ID number for this petition is shown in the heading of this notice.

DOT's complete Privacy Act Statement is available for review in a **Federal Register** notice published on April 11, 2000 (65 FR 19477–78).

#### SUPPLEMENTARY INFORMATION:

*I. Overview:* Collins has determined that certain MY 2012–2020 Ford and Chevrolet school buses do not fully comply with the requirements of paragraph S5.5.3(b) of FMVSS No. 217, *Bus Emergency Exits and Window Retention and Release* (49 CFR 571.217). Collins filed a noncompliance report dated April 15, 2020, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Collins subsequently petitioned NHTSA on April 30, 2020, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*.

This notice of receipt of Collins's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any Agency decision or other exercise of judgment concerning the merits of the petition.

*II. Buses Involved:* Approximately 11,079 MY 2012–2020 Ford and Chevrolet school buses manufactured between February 2, 2012, and April 3, 2020, are potentially involved:

- Ford TH 400
- Ford Sh416, models SL, SH, DH, DE, TH, and TL
- Chevrolet DE516
- Chevrolet DH516
- Chevrolet DH500
- Ford TL 400
- Ford T24
- Chevrolet DH400

*III. Noncompliance:* Collins explains that the noncompliance is that the letter