

*Estimated Number of Annual Responses:* 150.

*Estimated Total Annual Burden Hours:* 75.

*Estimated Average Burden Hours per Response:* 0.5.

*Need For and Use of Information:* This survey is used to locate, for monitoring purposes, rural residents, home gardens, and milk animals within a five-mile radius of a nuclear power plant. The monitoring program is a mandatory requirement of the Nuclear Regulatory Commission set out in the technical specifications when the plants were licensed. The ICR previously approved by OMB expired on January 31, 2023.

**Rebecca L. Coffey,**

*Agency Records Officer.*

[FR Doc. 2023–08831 Filed 4–26–23; 8:45 am]

**BILLING CODE 8120–08–P**

## TENNESSEE VALLEY AUTHORITY

### Agency Information Collection Activities: Submission for OMB Review; Comment Request

**AGENCY:** Tennessee Valley Authority (TVA).

**ACTION:** 30-Day notice of submission of information collection reinstatement approval request to OMB.

**SUMMARY:** Tennessee Valley Authority (TVA) provides notice of submission of this information clearance request (ICR) to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act of 1995 (PRA). The general public and other federal agencies are invited to comment. TVA previously published a 60-day notice of the proposed information collection reinstatement for public review February 22, 2023 and no comments were received.

**DATES:** The OMB will consider all written comments received on or before May 30, 2023.

**ADDRESSES:** Written comments for the proposed information collection reinstatement should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

#### SUPPLEMENTARY INFORMATION:

*Type of Request:* Reinstatement, with minor modification, of a previously approved information collection for which approval has expired.

*Title of Information Collection:* Employment Application.

*OMB Control Number:* 3316–0063.

*Current Expiration Date:* 4–30–2023.

*Frequency of Use:* On occasion.

*Type of Affected Public:* Individuals.

*Small Businesses or Organizations*

*Affected:* No.

*Federal Budget Functional Category Code:* 455.

*Estimated Number of Annual Responses:* 14,475.

*Estimated Total Annual Burden Hours:* 3,185.

*Estimated Average Burden Hours per Response:* 0.2.

*Need For and Use of Information:* Applications for employment are needed to collect information on qualifications, suitability for employment, and eligibility for veteran’s preference. The information is used to make comparative appraisals and to assist in selections. The affected public consists of individuals who apply for TVA employment.

**Rebecca L. Coffey,**

*Agency Records Officer.*

[FR Doc. 2023–08832 Filed 4–26–23; 8:45 am]

**BILLING CODE 8120–08–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Regulations Governing Certain Positive Train Control System Outages

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

**ACTION:** Notice.

**SUMMARY:** The purpose of this notice is to inform the public about FRA’s regulations that currently govern certain outages of positive train control (PTC) systems during, for example, infrastructure upgrades and capital projects. This notice also contains information about the process a railroad must follow to obtain FRA’s approval before temporarily disabling its PTC system for such purposes.

**FOR FURTHER INFORMATION CONTACT:** For technical questions, please contact Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816–516–7168, email: [Gabe.Neal@dot.gov](mailto:Gabe.Neal@dot.gov). For legal questions, please contact Stephanie Anderson, Attorney Adviser, telephone: 202–834–0609, email: [Stephanie.Anderson@dot.gov](mailto:Stephanie.Anderson@dot.gov).

**SUPPLEMENTARY INFORMATION:** By law, PTC systems must govern operations on PTC-mandated main lines, which

currently encompass approximately 58,000 route miles, and include Class I railroads’ main lines over which poison- or toxic-by-inhalation hazardous materials are transported and any railroads’ main lines over which intercity or commuter rail passenger transportation is regularly provided.<sup>1</sup>

Previously, FRA’s regulations permitted railroads to temporarily disable PTC systems where necessary to perform PTC system repair or maintenance.<sup>2</sup> That temporary flexibility expired, by regulation, on December 31, 2022.<sup>3</sup> Under that temporary provision, railroads were required only to notify to FRA; seeking FRA’s approval was not necessary.

FRA appreciates that several types of PTC systems can be upgraded seamlessly, without necessitating an interruption of PTC system service. FRA also recognizes, however, that in limited cases, even those types of PTC systems might experience temporary outages for a short period during certain infrastructure upgrades.<sup>4</sup> In addition, FRA understands that the design of certain PTC systems, including the Advanced Civil Speed Enforcement System II on the Northeast Corridor, may require more extended periods of outages to facilitate ongoing capital projects. FRA expects that, in such a case, a railroad would schedule the temporary disabling of its PTC system for the time posing the least risk to railroad safety and for the minimum time necessary to complete the capital project and recommission its PTC system.<sup>5</sup>

As noted above, 49 CFR 236.1029(g)(3) previously permitted railroads to temporarily disable their PTC systems, with just notification to FRA; however, that provision expired on December 31, 2022, and is therefore no longer available for railroads to utilize. Now, if a railroad needs to disable its PTC system temporarily for maintenance or upgrade purposes, a railroad must obtain FRA’s approval under 49 CFR 236.1021, *Discontinuances, material modifications, and amendments*, before temporarily disabling its PTC system or

<sup>1</sup> Title 49 United States Code (U.S.C.) 20157; Title 49 Code of Federal Regulations (CFR) 236.1005(b), 236.1006(a). This requirement does not apply, however, to a railroad’s controlling locomotives that are subject to either a temporary or permanent exception under 49 U.S.C. 20157(j)–(k) or 49 CFR 236.1006(b).

<sup>2</sup> 49 CFR 236.1029(g)(3).

<sup>3</sup> *Id.*

<sup>4</sup> For example, FRA is aware of multiple railroads’ electrical infrastructure upgrade projects that involved disabling the PTC system for a maximum period of four hours.

<sup>5</sup> See 49 CFR 236.1029(g)(3)(ii), 236.1033(f).