

**SUPPORTING STATEMENT
FOR REQUEST OF OMB APPROVAL
UNDER THE PAPERWORK REDUCTION ACT AND 5 C.F.R. § 1320**

The Surface Transportation Board (STB or Board) requests emergency approval for the information collection of **Urgent Rail Service Issues**.

A. Justification:

1. Need for Information in Collection. This is a request for an emergency clearance for a new information collection to address the acute and unanticipated service issues currently facing the U.S. rail industry and network. The collection of this information is essential to the Board's mission of regulating the nation's railroads and facilitating reliable rail service. See 49 U.S.C. § [11101\(a\)](#). Congress has expressly empowered the Board to address immediate service issues. See, e.g., 49 U.S.C. §§ [1321\(b\)](#), [11123](#), and [11145\(a\)](#). As empowered, the Board is collecting this information to be able to timely deal with the unanticipated and urgent service issues facing the U.S. rail system. Moreover, timely receipt of this information collection is critical for the Board to be able to use its statutory powers to help remediate the immediate service issues, to guard against continuing rail service issues, and to promote the reliability of the U.S. rail system.

2. Use of Data Collected. This short-term collection includes the collection of service recovery plans from the four largest U.S. rail carriers along with bi-weekly progress reports for the next six months in an effort to address service deficiencies that are currently impacting the public, businesses, and the U.S. economy. It also requires all of the Class I (large) rail carriers operating in the United States to report more comprehensive and customer-centric performance metrics and employment data for a six-month period.

Under 49 U.S.C. §§ [1321\(b\)](#), [11123](#), and [11145\(a\)](#) and 49 C.F.R. part [1250](#), the Board will use the data collected to address the acute and unanticipated rail service issues currently facing the U.S. rail industry and network. The Board will use the more comprehensive and customer-centric performance metrics and employment data to better inform its assessment of actions that may be warranted to address the acute service issues facing the rail industry. Failure to receive emergency approval could impede the Board's immediate efforts to help facilitate the resolution of the rail-related, supply-chain issues impacting the U.S. rail network and the U.S. economy as a whole.

3. Reduction through Improved Technology. The Board expects all respondents to file each collection electronically.

4. Identification of Duplication. No other federal agency collects the information in these collections, and the information in these collections is not available from any other source.

5. Minimizing Burden for Small Business. No small entities will be affected by the

collection of this information. This reporting requirement applies only to Class I railroads, which have operating revenues in excess of \$900,000,000.

6. Consequences if Collection not Conducted or Conducted Less Frequently. Without this collection, the Board could not regulate the rail industry at this time of urgent and unanticipated rail service issues and could not ensure the rail network reliability, which is a critical part of the Board's mission.

7. Special Circumstances. No special circumstances apply to this collection.

8. Compliance with 5 C.F.R. § 1320.8. The Board published a Federal Register notice ([87 Fed. Reg. 33868 \(June 3, 2022\)](#)), which provided for a 14-day comment period regarding this collection, with specific reference to concerns detailed in the Paperwork Reduction Act, 44 U.S.C. §§ 3501-3521 and Office of Management and Budget (OMB) regulations at 5 C.F.R. § 1320.8(d)(3).

9. Payments or Gifts. The Board does not provide any payment or gifts for this collection.

10. Assurance of Confidentiality. The information in this collection will be filed in Docket No. EP 770 (Sub-No. 1) and will be publicly available and searchable [here](#).

11. Sensitive Information. No sensitive information of a personal nature is requested.

12. Estimated Burden Hours. 2,476 hours, as provided in *Table – Total Estimated Burden Hours* below (using the sum of estimated hours per response x number of annual responses for each type of filing)

Table – Total Estimated Burden Hours

Type of filing	Estimated Hours per Response	Number of Respondents	Estimated Frequency	Total burden hours
Service Recovery Plans*	42	4	1	168
Historical Data*	8	4	1	32
Service Progress Reports*	8	4	13	416
Individual Conference Calls*	0.5	4	6	12
Weekly Performance Data	8	7	26	1,456
Monthly Employment Data	8	7	6	336
Supplement to April 2022 Employment Data	8	7	1	56
Total Burden Hours				2,476

* These sub-collections only apply to the four largest Class I railroads

13. Estimated Total Cost to Respondents. There are no non-hourly burden costs for this

collection. The itemized collections may be filed electronically.

14. Annualized Cost to the Federal Government. As provided in *Table – Total Government Hours/Costs* below, we estimate that the maximum cost to the Board of receiving and reviewing the filings listed would total no more than 602 staff hours (based on 2022 hourly rates, approximately \$48,256.32).

Table – Total Estimated FTEs

Type of filing	Employee GS- or ES-level	Estimated FTE Hours/Response	Estimated Number of Responses	Estimated Frequency	Total Govt. FTE Hours
Service Recovery Plans*	GS-14	2	4	1	8
Historical Data*	GS-14	4	4	1	16
Service Progress Reports*	GS-14	2	4	13	104
Individual Conference Calls*	GS-14	0.5	4	6	12
Weekly Performance Data	GS-14	2	7	26	364
Monthly Employment Data	GS-14	2	7	6	84
Supplement to April 2022 Employment Data	GS-14	2	7	1	14
Total FTE Hours					602

* These sub-collections only apply to the four largest Class I railroads

15. Explanation of Program Changes or Adjustments. This ICR is due to the Board seeking to better understand and react to urgent and unanticipated rail service issues.

16. Plans for tabulation and publication. The information in this collection that is not confidential will be posted on the Board's website, located at www.stb.gov.

17. Display of expiration date for OMB approval. An expiration date for this collection will be published in the Federal Register when the collection is approved by OMB.

18. Exceptions to Certification Statement. Not applicable.

B. Collections of Information Employing Statistical Methods.

Not applicable.