

Braking (AEB) to prevent fatalities, injuries, and property damage in crashes involving heavy vehicles. Previous studies have investigated crash problem size, economic cost, and preliminary safety benefits concerning these systems. The underlying methods of these studies have included test track evaluations, objective test procedures, technology field demonstrations, and “naturalistic” studies. As both of the major AEB system suppliers are scheduled to release new products in the second half of 2016, NHTSA is interested in the real world performance of these new systems, which are designed to address the shortcomings of the previous generation of AEB systems. These systems have been designed to offer improved threat detection and new features such as stationary object braking. Additionally, a new product called Detroit Assurance™ was released in 2015 for Freightliner trucks by Detroit Diesel Corporation. This system shares many features with the OnGuard and Wingman® products including advanced emergency braking (AEB), forward collision warnings (FCW), and adaptive cruise control (ACC).

*Description of the Need for the Information and Proposed Use of the Information:* The collection of information consists of: (1) A demographic questionnaire, (2) initial CAS technology questionnaires, and (3)

post study CAS technology questionnaire.

The information to be collected will be used as follows:

- *Demographic questionnaire* will be used to obtain demographic information so that analysis may account for participants from various groups (e.g., age, gender, driving experience, and experience with CAS technology).

- *Initial CAS technology questionnaires* will be used to get information about drivers’ beliefs and attitude towards the CAS technology installed on the commercial vehicle they use for their job. These questionnaires will assess perceived usability of the systems in terms of acceptance and satisfaction, as well as willingness to have this technology in their vehicle. Each driver will complete this survey at the start of his or her data collection.

- *Post study CAS technology questionnaires* will be used to get information about drivers’ beliefs and attitude towards the CAS technology installed on the commercial vehicle they use for their job. These questionnaires will also be used to assess perceived distraction potential of the systems in terms. Each driver will complete a post study questionnaire once, after the completion of his or her data collection. The post study survey will gauge how drivers’ attitudes and

preferences may have changed over the course of participation.

- Each participating driver will have a data acquisition system installed in their vehicle for three months while they perform their normal work duties. This system will collect video of the driver and forward roadway, telemetry and vehicle network data related to driving, and activations of the vehicle’s CAS.

*Respondents:* Commercial vehicle drivers who are assigned a single, specific commercial vehicle that is equipped with the eligible technologies. Trucking fleets (approximately 7–10) will be contacted first to see if they have trucks equipped with the technologies and would be willing to have their drivers participate in the study.

*Estimated Number of Respondents:* 175, after compensating for potential drop-outs

*Estimated Number of Responses:* Full participation in the study will include 3 responses for a total of 92 questions per participant, plus a consent form that will be reviewed prior to participation.

*Estimated Total Annual Burden:* 110 minutes per respondent, including consent (204 hours total).

*Estimated Frequency:* Twice at the start of participation (demographic and initial CAS technology surveys), once at the completion of participation approximately 3 months later.

TABLE 1—ESTIMATED BURDEN HOURS

Instrument	Number of respondents <sup>1</sup>	Frequency of responses	Number of questions	Estimated individual burden (minutes)	Total estimated burden hours	Total annualize cost to respondents <sup>2</sup>
Informed Consent Form .....	175	1	N/A	10	29	\$584.64
Demographic questionnaire .....	175	1	19	10	29	584.64
Initial CAS Technology Survey .....	175	1	36	25	73	1,471.68
Final CAS Technology Survey .....	175	1	37	25	73	1,471.68
<b>Total .....</b>					<b>204</b>	<b>4,112.44</b>

<sup>1</sup> The number of respondents in this table includes drop-out rates.

<sup>2</sup> Estimated based on the mean hourly rate nationwide for Heavy and Tractor-Trailer Truck Drivers of \$20.16 as reported in the May 2014 Occupational Employment and Wage Estimates, Bureau of Labor Statistics. [http://www.bls.gov/oes/current/oes\\_nat.htm#35-0000](http://www.bls.gov/oes/current/oes_nat.htm#35-0000).

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for the Department’s performance; (b) the accuracy of the estimated burden; (c) ways for the Department to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your

comments in the request for OMB’s clearance of this information collection.

**Authority:** The Paperwork Reduction Act of 1995, 44. U.S.C. Chapter 35, as amended; 5 CFR part 1320; and 49 CFR 1.95.

Issued in Washington, DC.

**Nathaniel Beuse,**  
Associate Administrator for Vehicle Safety Research.

[FR Doc. 2017–16650 Filed 8–7–17; 8:45 am]

**BILLING CODE 4910–59–P**

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA 2017–0070]

**Request for Approval of a New Information Collection**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on November 23, 2016.

**DATES:** Written comments should be submitted on or before September 7, 2017.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention: NHTSA Desk Officer.

**FOR FURTHER INFORMATION CONTACT:** For access to background documents, contact Eric Traube, Office of Vehicle Safety Research, National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590; Telephone: 202–366–5673.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). In compliance with these requirements, this notice announces that the following information collection request has been forwarded to OMB. In the November 23, 2016 **Federal Register**,<sup>1</sup> NHTSA published a 60-day notice requesting public comment on the proposed collection of information. We received no comments.

*OMB Control Number:* Not assigned.

*Title:* Driver Alcohol Detection System for Safety—Field Operational Test.

*Form Numbers:* None.

*Type of Review:* New Information Collection.

*Abstract:* NHTSA and the Automotive Coalition for Traffic Safety (ACTS) began research efforts in February 2008 to try to find potential in-vehicle approaches to address the problem of alcohol-impaired driving. Members of ACTS comprise motor vehicle manufacturers representing approximately 99 percent of light vehicle sales in the U.S. This cooperative research partnership, known as the Driver Alcohol Detection

System for Safety (DADSS) Program, is exploring the feasibility, potential benefits of, and public policy challenges associated with a more widespread use of non-invasive, in-vehicle technology to prevent alcohol-impaired driving. NHTSA and ACTS outlined a research program to assess the state of detection technologies that are capable of measuring blood alcohol concentration (BAC) or Breath Alcohol Concentration (BrAC) and to support the creation and testing of prototypes and subsequent hardware that could be installed in vehicles. As part of the research program, NHTSA and ACTS will build research vehicles that include both a breath- and touch-based sensor in order to evaluate the potential implementation and integration of both breath- and touch-based sensor technologies.

This collection, which shall commence on September 1, 2017, pertains to a field operational test (FOT) of both the breath- and touch-based research vehicles developed under this program. A key to the establishment of effective, unobtrusive in-vehicle alcohol detection systems is an understanding of real-world use of the technology. This FOT will allow NHTSA and ACTS to evaluate the functionality of these research vehicles under varying operating conditions by having study participants drive DADSS research vehicles through some preset routes. The research vehicles are the first vehicles of this kind, and will be used to gather data regarding sensor validity and reliability. This study will provide a greater understanding of drivers using the technology under varying environmental conditions. Data collected from the DADSS FOT will be used to further refine the DADSS Performance Specifications and evaluate system performance; specifically cases when the system may detect alcohol when none is present.

*Description of the Need for the Information and Proposed Use of the Information:* The collection of information consists of: (1) An eligibility interview (2) multi-day FOT of DADSS sensors, and (3) post-test day questionnaire.

The information to be collected will be used for the following purposes:

- *Eligibility interview* will be used to obtain self-reported eligibility information, including health, driving/criminal record, and drinking behavior, that participants must meet to qualify for participation in this study (*e.g.*, must hold valid driver's license). Participants will also be asked to provide the height and weight.

- *The DADSS FOT* will be used to establish effective non-invasive, in-vehicle alcohol detection systems through an understanding of the real-world use of the technology. Breath-and touch-based sensor data along with video data (for in-vehicle validation of sensor data) collected from the DADSS FOT will be used to further refine the DADSS Performance Specifications and evaluate subsystem/sensor performance. This study will provide a greater understanding of drivers using the technology under varying environmental conditions.

- *Post-test day questionnaire(s)* will be used to get information about any technical difficulties or issues drivers may have had with the DADSS–FOT vehicles at the end of each test day.

- *Participants must:*

- Be at least 21 years of age
- Hold a valid U.S. or Canadian driver's license
- Have no more than one (1) driving infraction and/or conviction on their driving record for the previous three years
- Be free of any criminal conviction in their past including criminal driving offenses
- Be willing to work at least five (5) days per week for 12 consecutive weeks during a three-month data collection cycle
- Meet health criteria:
  - i. Cannot have a substance abuse condition including alcoholism
  - ii. Cannot have a history of neck or back conditions which still limit their ability to participate in certain activities.
  - iii. Cannot have a history of brain damage from stroke, tumor, head injury, recent concussion, or disease or infection of the brain
  - iv. Cannot have a current heart condition which limits their ability to participate in certain activities
  - v. Cannot have current uncontrolled respiratory disorders or disorders requiring oxygen
    - i. Cannot have had epileptic seizures or lapses of consciousness within the last 12 months
    - ii. Cannot have chronic migraines or tension headaches (no more than one per month during the past 12 months).
    - iii. Cannot have current problems with motion sickness, inner ear problems, dizziness, vertigo, or balance problems
    - iv. Cannot have uncontrolled diabetes (have they been recently diagnosed or have they been hospitalized for this condition, or any changes in their insulin prescription during the

<sup>1</sup> 80 FR 24314 (April 30, 2015).

- past 3 months)
- v. Must not have had any major surgery within the past 6 months (including eye procedures).
- vi. Cannot currently be taking any medications or supplements that may interfere with driving ability (*i.e.*, cause drowsiness or impair motor abilities).
- vii. Must not be pregnant or planning to become pregnant.
- Have normal (or corrected-to-normal) hearing and vision.
- Self-report that they are able to read, write, speak and understand English.
- Be excluded if anyone in their household works in or is retired from any of the following businesses, occupations, or industries, which may constitute a conflict of interest with the DADSS–FOT:
  - i. The police force or another law enforcement agency, working as a police officer, corrections officer, or probation officer
  - ii. A newspaper, magazine, radio or television station, or related Web site or online news site
  - iii. An advertising, marketing, or public relations agency
  - iv. A market or public opinion research company
  - v. The automobile or automotive industry
  - vi. Liquor sales or hospitality, such as bartending
  - vii. Law, such as a lawyer or attorney, or working at a law firm, or in the legal profession
  - viii. The federal, state, or county Departments of Transportation
  - Be excluded if anyone in their immediate family has been a victim of drunk driving, or if they personally know someone that has been a victim.

*Estimated Number of Respondents:* 600.

*Estimated Time per Response:* Completion of the eligibility interview is expected to take 15 minutes. Following the eligibility/demographic interview, 480 of the 600 initial participants are expected to attend a one- (1) hour orientation session and participate in the FOT. On a given test day, the DADSS FOT will require four (4) hours per day, including a post-test day interview.

*Estimated Total Annual Burden:* Fifteen (15) minutes for each ineligible participants and 241 hours per participant (115,830 hours total).

*Estimated Frequency:* One (1) time for the eligibility interview and 60 times (days) for the DADSS–FOT and post-test day interviews.

TABLE 1—ESTIMATED BURDEN HOURS

Instrument	Number of individuals	Frequency of responses	Number of questions	Estimated individual burden	Total estimated burden hours	Total cost of burden hours over 24-month study period
Eligibility/Demographic Interview.	600	1 .....	32 .....	15 min .....	150	* \$1,087.50
Orientation .....	480	1 .....	N/A .....	1 hr .....	480	** 9,360.00
FOT including post-test questions.	480	650 tests per participant.	8 (test-day questions).	4 hr/day for 60 days.	115,200	** 2,246,400.00
<b>TOTAL .....</b>					<b>115,830</b>	<b>2,258,685.00</b>

\* Interviewees will not be compensated for the eligibility/demographic interview, but we calculate the estimated burden hour cost to the public using the prevailing Federal minimum wage rate of \$7.25/hour.

\*\* Participants in the FOT will be compensated \$19.50 per hour for their time in the orientation and the FOT study and this rate was used to calculate their burden hours.

**Authority:** The Paperwork Reduction Act of 1995, 44. U.S.C. chapter 35, as amended; 5 CFR part 1320; and 49 CFR 1.95.

Issued in Washington, DC.

**Nathaniel Beuse,**

*Associate Administrator for Vehicle Safety Research.*

[FR Doc. 2017–16651 Filed 8–7–17; 8:45 am]

**BILLING CODE 4910–59–P**

Executive Service (SES) Performance Review Boards.

**DATES:** This notice is effective September 1, 2017.

**FOR FURTHER INFORMATION CONTACT:** Cheryl Huffman, IRS, 250 Murall Drive, Kearneysville, WV 25430, (304) 579–6987.

**SUPPLEMENTARY INFORMATION:** Pursuant to 5 U.S.C. 4314(c)(4), this notice announces the appointment of members to the IRS’s SES Performance Review Boards. The names and titles of the executives serving on the boards are as follows:

- Kirsten B. Wielobob, Deputy Commissioner for Services and Enforcement
- Jeffrey J. Tribiano, Deputy Commissioner for Operations Support
- David P. Alito, Deputy Division Commissioner, Wage & Investment
- Dretha M. Barham, Director, Operations Support, Small Business/Self-Employed

- Robert J. Bedoya, Director, Submission Processing, Information Technology
- Michael C. Beebe, Director, Return Integrity and Compliance Services, Wage & Investment
- E. Faith Bell, Deputy IRS Human Capital Officer
- Thomas A. Brandt, Chief Risk Officer
- Linda J. Brown, Director Submission Processing, Wage & Investment
- Phyllis Brown, Director, Collection-Headquarters, Small Business/Self-Employed
- Carol A. Campbell, Director, Return Preparer Office
- John V. Cardone, Director, Withholding and International Individual Compliance, Large Business & International
- Robert Choi, Director, Employee Plans, Tax Exempt & Government Entities
- Elia I. Christiansen, Executive Director, Office of Equity, Diversity & Inclusion
- James P. Clifford, Director, Customer Account Services, Wage & Investment
- Amelia C. Colbert, Acting Chief of Staff

**DEPARTMENT OF THE TREASURY**

**Internal Revenue Service**

**Members of Senior Executive Service Performance Review Boards**

**AGENCY:** Internal Revenue Service (IRS), Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** The purpose of this notice is to publish the names of those IRS employees who will serve as members on IRS’s Fiscal Year 2017 Senior