

information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

**Authority:** 44 U.S.C. Section 3506(c)(2)(A).

Issued in Washington, DC, on March 6, 2018.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

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**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Reports, Forms, and Record Keeping Requirements Agency Information Collection Activity Under OMB Review

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

**ACTION:** Notice of the OMB review of information collection and solicitation of public comment.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) abstracted below will be submitted to the Office of Management and Budget (OMB) for review. The ICR describes the nature of the information collection and its expected burden.

**DATES:** Submit comments to the Office of Management and Budget (OMB) on or before April 9, 2018.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, Attention: Desk Officer for Department of Transportation, National Highway Traffic Safety Administration, or by email at [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov), or fax: 202-395-5806.

**FOR FURTHER INFORMATION CONTACT:** Randolph Atkins at the National Highway Traffic Safety Administration, Office of Behavioral Safety Research (NTI-131), W46-500, Department of

Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Dr. Atkins' phone number is 202-366-5597 and his email address is [randolph.atkins@dot.gov](mailto:randolph.atkins@dot.gov).

**SUPPLEMENTARY INFORMATION:** A Federal Register notice with a 60-day comment period soliciting public comments on the following information collection was published on August 9, 2017 (82 FR 37287-37288).

*OMB Control Number:* 2127—New.

*Title:* Compliance-Based Ignition Interlock Removal.

*Form No.:* NHTSA 1395.

*Type of Review:* Regular.

*Respondents:* NHTSA has identified 31 States that conduct some type of Compliance Based Removal (CBR) of Breath Alcohol Ignition Interlock Devices (BAIIDs). The number of participants will vary for each State. We estimate an average of three participants per State. Most participants will be State officials and these individuals will provide most of the necessary information for each State. We anticipate that in some instances State officials will refer us to representatives of interlock providers to obtain data not available to the State official. The data to be collected is administrative in nature. No personally identifiable data will be collected. We will not be collecting data that is commonly considered sensitive or private.

*Estimated Number of Respondents:*

An estimated sample size of 93 respondents (3 respondents per state for each of the 31 states identified as having some form of CBR for BAIIDs).

*Estimated Time per Response:* The average amount of time for each respondent to complete the information collection is estimated at 20 minutes. This includes any time needed to retrieve information.

*Total Estimated Annual Burden Hours:* 62 hours.

*Frequency of Collection:* The information collection will be administered a single time.

*Abstract:* Alcohol impairment is one of the primary causes of motor vehicle crashes on the Nation's highways. In 2016, 28 percent of all motor-vehicle traffic fatalities involved alcohol impairment, resulting in the loss of 10,497 lives. A vehicle equipped with a BAIID requires the driver to provide a breath sample to start the vehicle. If the breath sample is above a set limit for Breath Alcohol Concentration (BrAC), then the vehicle will not start. BAIIDs have been shown to reduce driving-under-the-influence (DUI) recidivism of DUI offenders who have BAIIDs installed on their vehicles; however, the

effect tends to dissipate once the devices are removed. The data generated by the BAIIDs can be used to identify offenders unable to comply with interlock program requirements. It is believed that these are the offenders most likely to recidivate. CBR programs are designed to reduce recidivism by delaying removal of the BAIID for these offenders.

The purpose of the study is to provide critical information needed by NHTSA to determine the effects of CBR on DUI recidivism, as well as information on the types of CBR policies currently in place. This information will be useful to States interested in instituting or changing CBR policies in their own interlock programs to help reduce deaths and injuries associated with DUI. The data collected will be used to assist NHTSA in its ongoing responsibilities for: (a) Developing an accurate understanding of potential traffic safety interventions on a national scale; (b) providing information to NHTSA's partners involved in improving public safety; and (c) providing sound scientific reports on NHTSA's activities to other public safety researchers.

The study will be conducted in two phases. In phase one, information will be collected on the details of the States' implementation of CBR and information on their CBR-related data to identify States with sufficient data to conduct an evaluation of the effects of CBR on DUI recidivism. It will also identify States' interested in participating in an evaluation of CBR effectiveness. We anticipate that information will come from State officials familiar with their States' interlock programs. It may also be necessary to collect data from interlock providers in those States. We estimate that this phase of data collection will involve contacting and interviewing an average of three people per State (93 total). Initial contacts will be made by telephone and email. Data will then be collected through semi-structured face-to-face and telephone interviews. The second phase of the study will be an evaluation of CBR effectiveness using the States' existing data. These evaluations will be conducted in up to four States, depending on phase one findings regarding data availability and interest in participation.

*Comments are Invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department of Transportation, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance

the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is most effective if OMB receives it within 30 days of publication of this notice.

**Authority:** 44 U.S.C. Section 3506(c)(2)(A).

Issued in Washington, DC, on March 6, 2018.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-2017-0089]

#### Reports, Forms, and Record Keeping Requirements

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

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes the collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before May 8, 2018.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number NHTSA-2017-0089 using any of the following methods:

*Electronic submissions:* Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

*Mail:* Docket Management Facility, M-30, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590.

*Hand Delivery:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through

Friday, except Federal holidays. Fax: 1-(202) 493-2251.

*Instructions:* Each submission must include the Agency name and the Docket number for this Notice. Note that all comments received will be posted without change to <http://www.regulations.gov> including any personal information provided.

**FOR FURTHER INFORMATION CONTACT:**

Kathryn Wochinger, Contracting Officer's Representative, DOT/NHTSA (NPD-310), 1200 New Jersey Avenue SE, W46-487, Washington, DC 20590. Dr. Wochinger's phone number is (202) 366-4300 and email address is [kathryn.wochinger@dot.gov](mailto:kathryn.wochinger@dot.gov).

**SUPPLEMENTARY INFORMATION:**

*OMB Clearance Number:* None.

*Title:* National Survey of Drinking, Drug Use, and Driving Attitudes and Behaviors.

*Type of Request:* New information collection requirement.

*Requested Expiration Date of Approval:* 3 years from date of approval.

*Summary of the Collection of Information:* NHTSA has periodically conducted a national survey of driver attitudes and self-reported behavior on drinking and driving, to understand the prevalence of drinking and driving among drivers, the perception of impaired driving as a traffic safety problem, and driver awareness and attitudes towards impaired driving laws. NHTSA and others have used the data to track national trends in the drinking-driving problem and assess the impact of countermeasures to reduce impaired driving.

The survey was last administered in 2008, and NHTSA is preparing to administer an updated version of the survey, referred to as the National Survey on Drinking, Drug Use and Driving (NSDDD). The survey will continue to address alcohol but will add items on drugs other than alcohol. The survey will replace the previously used telephone interviews with an online and mailed questionnaire; respondents will complete either the internet or paper surveys.

#### Description of the Need for the Information and Proposed Use of the Information

NHTSA's mission is to save lives, prevent injuries and reduce traffic-related health care and other economic costs. The agency develops, promotes and implements educational, engineering and enforcement programs with the goal of ending preventable tragedies and reducing economic costs associated with vehicle use and highway travel. Impaired driving is a

long-standing highway safety and public health problem. Efforts to reduce impaired driving have resulted in impressive improvements, but it remains a significant problem. For example, data compiled and analyzed by NHTSA show that in 2016, 10,497 people died in alcohol-impaired-driving crashes, accounting for 28 percent of all motor vehicle traffic fatalities in the United States. An alcohol-impaired-driving crash are those that involve a driver with a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or higher. In addition to concern about alcohol-impaired driving, there are increasing questions regarding drug-impaired driving.

The objectives of the project include the following:

- To survey a nationally representative sample of driving-age individuals on their knowledge, attitudes and beliefs about drinking, drug use (including over-the-counter, prescription, and illegal drugs) and alcohol- and drug-positive/impaired driving;
- To assess the public's awareness, acceptance and opinions of laws on alcohol-involved and drugged driving;
- To obtain information helpful in the monitoring of progress in impaired driving safety programs and revealing areas that require further attention; and
- To add to the knowledge base supporting NHTSA's responsibilities for providing a sound scientific basis for the development of countermeasure programs.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information):* The potential respondents would be people aged 18 years or older who drive a passenger vehicle at least periodically. NHTSA would contact a maximum of 30,000 households via United States mail to obtain 7,000 completed questionnaires. The contact would consist of a screening instrument to determine survey eligibility. Eligible respondents would be a member of the household who is at least 18 years of age and has driven at least once in the previous two weeks. A respondent would complete a single survey only; there will be no request for follow-up information or response.

*Privacy Protections.* Throughout the project, the privacy of all households and participants will be protected. Access to the online instrument will be controlled using an alphanumeric PIN, with access restricted to using encrypted connection via Secure Socket Layer (SSL) certificates. Personally-identifiable information such as the postal address of sample members will