

oral and written comments and FRA's responses to the comments, please see 81 FR 28140, May 9, 2016.

Following the above cited 60-day public comment period, FRA is now requesting OMB's re-approval of the forms, with the five changes described below. First, in Section 1 of the Quarterly PTC Progress Report Form (FRA F 6180.165), FRA proposes revising the row "Territories Where Revenue Service Demonstration Has Been Initiated" to state "Territories in Revenue Service Demonstration or in PTC Operation" for clarity, based on additional feedback from the industry following OMB's approval of the form on August 15, 2017. FRA intended this row to include any and all territories where a railroad had initiated revenue service demonstration (RSD), even if a railroad subsequently obtained PTC System Certification from FRA and is operating its PTC system in revenue service. The purpose of this row is to collect information regarding a railroad's progress toward meeting the statutory criteria under 49 U.S.C. 20157(a)(3)(B)(vi)–(vii), if applicable. Based on feedback from the industry, FRA proposes clarifying the language in this row in Section 1 so railroads understand that a railroad can include in this row the number of territories where its PTC system is in RSD or in operation. This proposed change does not result in any additional reporting burden as it is only a clarifying change.

Second, in footnotes 4 and 6 of the Quarterly PTC Progress Report Form (FRA F 6180.165), FRA proposes adding a hyperlink to Appendix A. The footnotes currently state: "If a particular category listed in this table does not apply to the railroad's technology, please indicate 'N/A.' A railroad may add categories or subcategories if it wants to provide more detail." FRA proposes adding the phrase "in Appendix A" to the second sentence with a hyperlink to that appendix to the form, as it will help direct railroads to the available section of the PDF where they can provide additional information. A hyperlink to Appendix A was in the corresponding footnotes in the prior version of the Quarterly PTC Progress Report Form that OMB approved through June 30, 2017, but the hyperlink was omitted in error from the current version of the form. This proposed change (*i.e.*, adding a hyperlink to an existing appendix) does not result in any additional reporting burden as it is only a formatting change.

Third, in Section 4 (entitled "Installation/Track Segment Progress—Current Status") of both the quarterly form and the annual form, FRA

proposes replacing the "Testing" option in the drop-down menu with two more precise options—*i.e.*, "Field Testing" and "Revenue Service Demonstration." This modification will help ensure clearer and more accurate reporting, without imposing an additional reporting burden.

Fourth, with respect to only the Annual PTC Progress Report Form (FRA F 6180.166), FRA proposes to delete a now inapplicable instruction from footnote 7 in Section 4, which stated,

Please note: For the Annual PTC Progress Report due by March 31, 2017, this mandatory geographic requirement (that must be satisfied by either completing Column 5 in Section 4 or submitting a GIS shapefile as described above) is due to FRA by April 30, 2017. Every other part of this form must be completed and submitted to FRA by March 31, 2017. This limited extension applies only in 2017.

FRA delayed the due date for submitting that specific information in 2017 only, per OMB's request, to ensure railroads had sufficient time to compile and provide the information. FRA proposes removing that note from footnote 7 as it is no longer applicable or necessary. By statute, a railroad's Annual PTC Progress Report is due by March 31st each year until it completes PTC system implementation. 49 U.S.C. 20157(c)(1).

Fifth, with respect to both the quarterly form and the annual form, FRA proposes making certain changes to Section 6 (entitled "Update on Interoperability Progress"). FRA proposes removing the portion of the instruction that states a host railroad must provide information about the status of each tenant railroad's rolling stock "if the tenant does not have a separate PTCIP on file." FRA proposes removing this limiting instruction because FRA needs to know the PTC implementation status of any tenant railroad that operates on the host railroad's property, except any tenant railroad that is subject to an exception under 49 CFR 236.1006(b). In addition, before the final column in the table in Section 6, FRA proposes adding a column entitled, "Scheduled Completion Date for Interoperability Testing." This information is necessary for FRA to understand the progress a host railroad and each of its required tenant railroads are jointly making toward testing and achieving PTC system interoperability, consistent with host railroad's PTC Implementation Plan and/or PTC Safety Plan. FRA estimates the additional burden for a host railroad to complete this new reporting requirement would be, on average, approximately 2.5 hours for Class I railroads and large passenger

railroads; 1.25 hours for Class II and medium passenger railroads; and thirty minutes for Class III, terminal, and small passenger railroads.

### III. Overview of Information Collection

The associated collection of information is summarized below.

*Title:* Positive Train Control (Quarterly Positive Train Control Progress Report and Annual Positive Train Control Progress Report).

*Type of Request:* Extension with change of a currently approved information collection.

*Affected Public:* Businesses (railroads).

*Form(s):* FRA F 6180.165 and FRA F 6180.166.

*Respondent Universe:* 41 Railroad Carriers.

*Frequency of Submission:* On occasion.

*Total Estimated Annual Responses:* 147,526.

*Total Estimated Annual Burden:* 2,728,528 hours.

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 it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

**Authority:** 44 U.S.C. 3501–3520.

**Juan D. Reyes III,**  
*Chief Counsel.*

[FR Doc. 2018–16880 Filed 8–7–18; 8:45 am]

**BILLING CODE 4910–06–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), U.S. Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, this notice announces the Information Collection Request (ICR) abstracted below will be submitted to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting public comments on the following information collection was published on May 18, 2018 (83 FR

23336). NHTSA did not receive any public comments in response to the 60-day notice.

**DATES:** Comments must be received on or before September 7, 2018.

**ADDRESSES:** You may submit comments, within 30 days, 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:** Dr. Kathy Sifrit, Office of Behavioral Safety Research (NPD-320), National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, W46-472, Washington, DC 20590. Dr. Sifrit's phone number is (202) 366-0868 and her email address is [kathy.sifrit@dot.gov](mailto:kathy.sifrit@dot.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* Hazard Perception and Distracted Driving Training Intervention for Teens

*Type of Request:* New information collection requirement.

*Abstract:* The National Highway Traffic Safety Administration (NHTSA) proposes to collect information from newly-licensed teen drivers for a one-time voluntary study to evaluate Risk Awareness and Perception Training (RAPT), a hazard perception and distracted driving training intervention to improve novice driver safety. NHTSA proposes to collect information from a sample of newly-licensed teen drivers in two States to determine (1) their eligibility to participate in a study to evaluate RAPT hazard perception training; (2) their hazard perception performance before and after they complete RAPT or placebo training, and again six months after training; and (3) their driving exposure via driving logs to account for potential differences across participants. In addition, participants will agree to allow researchers to access their crash and citation records for six months to support analyses of the effects of RAPT training on crash and citation rates. NHTSA will invite an estimated 20,000 newly licensed drivers ages 16 through 19 in two States to participate, with the goal of recruiting 10,000 volunteers—7,500 from a first State and 2,500 from a second State for validation.

Participation will be voluntary and solicited through the distribution of recruiting letters at Department of Motor Vehicle locations (DMVs) when new drivers obtain their license. Once obtaining consent from the teen and their guardian(s) through an informed consent agreement, study participants will be randomly assigned within age and sex categories to either participation

in the RAPT or the placebo condition. Participants in the RAPT condition will complete the training protocol; those in the placebo condition will view a vehicle maintenance video. A subsample of 2,000 participants will also be asked to complete a week-long trip log to record driving exposure during the study period. The 7,500 participants in the first State will be invited to complete a six-month follow-up test to see whether they retained the RAPT training; these participants will also be asked questions about any crashes or traffic tickets during their first six months of driving to capture any unreported crashes or incidents. NHTSA will use the information to produce a technical report that presents the results of the study. The technical report will provide aggregate (summary) statistics and tables as well as the results of statistical analysis of the information, but it will not include any personal information. The technical report will be shared with State Highway Safety Offices as well as other stakeholders interested in improving the safety of novice teen drivers. The total estimated burden for recruitment (2,000 hours), the initial training (7,500 hours), the trip log (1,167 hours) and the follow-up data collection (1,875 hours) is 12,542 hours.

Comments are invited on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the Department's estimate of the burden of the proposed information collection;

(iii) Ways to enhance the quality, utility and clarity of the information to be collected; and

(iv) 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 August 3, 2018.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

[FR Doc. 2018-16951 Filed 8-7-18; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2018-0076]

#### Drugs That Impair Safe Driving; Request for Comments; Correction

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

**ACTION:** Notice; correction.

**SUMMARY:** NHTSA published a document in the **Federal Register** of July 17, 2017, concerning request for comments on drugs that impair safe driving. The document had an incorrect docket number.

**FOR FURTHER INFORMATION CONTACT:** Richard Compton, 202-366-2699.

#### SUPPLEMENTARY INFORMATION:

##### Correction

In the **Federal Register** of July 17, 2018, in FR Doc. 2018-15209, on page 33305 in the second column, correct the "Docket No." to read:

[Docket No. NHTSA-2018-0076]

July 19, 2018

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

Issued in Washington, DC, on August 3, 2018.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

[FR Doc. 2018-16952 Filed 8-7-18; 8:45 am]

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## 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), U.S. Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, this notice announces the Information Collection Request (ICR) abstracted below will be submitted to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting public comments on the following information collection