

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Burden hours dollar equivalent cost
222.55—Request for FRA Approval of New Supplementary Safety Measures/Alternative Safety Measures (ASMs) for Quiet Zone. —Comments on New SSMS or ASMs ..	265 Interested Parties/ 265 Interested Parties/General Public.	1 letter .....	30 minutes .....	1	74
—Request for SSM/ASM Approval —Demo.	265 Interested Parties	5 comments .....	30 minutes .....	3	222
222.57—Petition for FRA Review of Decision Granting or Denying a New SSM or ASM; Petition Copies to Relevant Parties. —Request for FRA Reconsideration of Disapproval of Quiet Zone + Party Copies. —Additional Documents to FRA as Follow-up to Petition for Reconsideration.	531 Public Authorities/Interested Parties. 531 Public Authorities 531 Public Authorities	1 petition + 5 petition copies. 1 letter + 6 letter copies. 1 additional document/set of materials.	60 minutes + 2 minutes. 5 hours + 2 minutes. 2 hours .....	1 5 2	74 370 148
—Letter Requesting FRA Informal Hearing.	531 Public Authorities	1 letter .....	30 minutes .....	1	74
222.59—Written Notice of Use of Wayside Horn at Grade Crossing within Quiet Zone + Party Copies. —Notice of Wayside Horn Outside Quiet Zone.	531 Public Authorities 531 Public Authorities	5 notices + 30 notice copies. 5 notices + 30 notice copies.	2.5 hours + 10 minutes. 2.5 hours + 10 minutes.	18 18	1,332 1,332
Appendix B—Public Authority Record Relating to Monitoring and Sampling Efforts at Grade Crossing in Quiet Zone with Programmed Enforcement. —Public Authority Record Relating to Monitoring and Sampling Efforts at Grade Crossing in Quiet Zone with Photo Enforcement.	531 Public Authorities 531 Public Authorities	1 record .....	500 hours .....	500	37,000
222.129—Written Reports/Records of Locomotive Horn Testing.	784 Railroads .....	300 reports/records ...	60 minutes .....	300	21,900

*Total Estimated Responses:* 4,362.  
*Total Estimated Annual Burden:* 9,236 hours.  
*Total Estimated Annual Burden Hour Dollar Cost Equivalent:* \$681,983.  
 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. 2018–24716 Filed 11–13–18; 8:45 am]

**BILLING CODE 4910–06–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

[Docket Number FRA–2009–0078]

**Petition for Waiver of Compliance**

Under part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice

that on September 20, 2018, the American Short Line Railroad Association (ASLRRRA) petitioned the Federal Railroad Administration (FRA) for an amended waiver of compliance from certain provisions of the Federal hours of service laws contained at 49 U.S.C. 21103(a)(4), which, in part, require a train employee to receive 48 hours off duty after initiating an on-duty period for six consecutive days. FRA assigned the petition Docket Number FRA–2009–0078.

ASLRRRA’s waiver of 49 U.S.C. 21103(a)(4)(A), granted under the terms and conditions contained in FRA’s initial March 5, 2010 decision letter, and extended by FRA’s decision letter dated February 27, 2012, permits participating railroads to allow train employees to work six consecutive days followed by 24 hours of rest before returning to work. One condition of the waiver excludes work occurring between the hours of midnight and six a.m. ASLRRRA requests to expand the waiver to include work between the hours of midnight and six a.m. for those railroads identified in the petition who agree to participate in this Pilot Project. ASLRRRA contends “the data justifies a

pilot project to test its preliminary conclusion that appropriate mitigation techniques can adequately offset fatigue risks associated with extending the waiver from midnight to six a.m.”

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the U.S. Department of Transportation’s (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE, W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the

appropriate docket number and may be submitted by any of the following methods:

- *website*: <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax*: 202-493-2251.
- *Mail*: Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W12-140, Washington, DC 20590.
- *Hand Delivery*: 1200 New Jersey Avenue SE, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by December 31, 2018 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/AL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacyNotice> for the privacy notice of [www.regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**Robert C. Lauby,**

*Associate Administrator for Railroad Safety Chief Safety Officer.*

[FR Doc. 2018-24825 Filed 11-13-18; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2017-0002-N-20]

#### Proposed Agency Information Collection Activities; Comment Request

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

**ACTION:** Notice of information collection; request for comment.

**SUMMARY:** Under the Paperwork Reduction Act of 1995 (PRA), this notice announces that FRA is forwarding the Information Collection Request (ICR) abstracted below to the Office of

Management and Budget (OMB) for review and comment. The ICR describes the information collections and their expected burden. On March 14, 2017, FRA published a notice providing a 60-day period for public comment and on September 13, 2017, published a notice providing a 30-day period for public comment on the ICR.

**DATES:** Interested persons are invited to submit comments on or before December 14, 2018.

**ADDRESSES:** Submit written comments on the ICR to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, Attention: FRA Desk Officer. Comments may also be sent via email to OMB at the following address: [oir-submissions@omb.eop.gov](mailto:oir-submissions@omb.eop.gov).

**FOR FURTHER INFORMATION CONTACT:** Mr. Michael Jones, Information Collection Clearance Officer, Office of Research, Development, and Technology, Human Factors Division, RPD-34, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W38-119, Washington, DC 20590 (telephone: (202) 493-6106); or Ms. Kim Toone, Information Collection Clearance Officer, Office of Administration, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W34-212, Washington, DC 20590 (telephone: (202) 493-6132).

**SUPPLEMENTARY INFORMATION:** The PRA, 44 U.S.C. 3501-3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. The required 60- and 30-Day **Federal Register** Notices were published in the **Federal Register** on March 14, 2017 (see 82 FR 20530) and September 13, 2017 (see 82 FR 43078), respectively. FRA received comments from the Association of American Railroads (AAR) in a letter dated October 13, 2017, outlining some concerns with the research approach in the human error study. FRA replied by letter clarifying the research approach.

Specifically, AAR commented that it was concerned that the proposed study on automated locomotive technology was not fully developed and that results of such a study might lead to unnecessary roadblocks to the development of the technology positive train control (PTC). Further, AAR stated "FRA should also include in the study a control group demonstrating the number of errors that occur in

locomotives absent autonomous technology." In response, FRA explained that under the planned research approach at the time, it was not necessary to include a manual operation condition as FRA did not intend to compare performance with vs. without automation. The purpose of the study was to understand the nature of possible design-induced errors for existing system automation in the locomotive cab, with an eye toward future improved systems. These errors are likely, absent of any human factors engineering in the system design and development process. For this examination, a control group was unnecessary. However, FRA now proposes to expand the study approach to address AAR's concern and include a manual condition control group. In this context, FRA's reference to automation means an operation assisted by autonomous technology that offers some level of automation less than full automation. This condition will provide a baseline of performance to address two hypotheses:

(H1) Automation provides specific performance benefits (e.g., an energy management software system reduces fuel usage; PTC prevents overspeeding and transgressions into workzones or past a red signal) compared with manual control, but does not reduce workload in the locomotive cab compared with manual control.

(H2) Automation usage results in more errors in high workload situations than in low workload situations (e.g., distractions lead to failure to notice mode transitions) and these errors have no direct counterpart in manual conditions.

Workload is defined as task loading, or the number of tasks in a scenario. The high workload scenarios have more tasks than the low workload scenarios. Based on the initial FRA pilot study, preceding the current study, and on research and operational experiences in other industries, high workload is often associated with error, thus, FRA's concern and interest in conducting the current study.

Before OMB decides whether to approve this proposed collection of information, an additional 30 days is being provided for public comment. Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1320.10(b); see also 60 FR 44978, 44983, Aug. 29, 1995. OMB believes the 30-day notice informs the regulated community to file relevant