

period of insulin use to demonstrate stable control of diabetes before being allowed to operate a CMV.

In response to section 4129, FMCSA made immediate revisions to the diabetes exemption program established by the September 3, 2003 notice. FMCSA discontinued use of the 3-year driving experience and fulfilled the requirements of section 4129 while continuing to ensure that operation of CMVs by drivers with ITDM will achieve the requisite level of safety required of all exemptions granted under 49 U.S.C. 31136(e).

Section 4129(d) also directed FMCSA to ensure that drivers of CMVs with ITDM are not held to a higher standard than other drivers, with the exception of limited operating, monitoring and medical requirements that are deemed medically necessary.

The FMCSA concluded that all of the operating, monitoring and medical requirements set out in the September 3, 2003 notice, except as modified, were in compliance with section 4129(d). Therefore, all of the requirements set out in the September 3, 2003 notice, except as modified by the notice in the **Federal Register** on November 8, 2005 (70 FR 67777), remain in effect.

IV. Submitting Comments

You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and in the search box insert the docket number FMCSA-2015-0061 and click the search button. When the new screen appears, click on the blue "Comment Now!" button on the right hand side of the page. On the new page, enter information required including the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

We will consider all comments and material received during the comment period and may change this proposed rule based on your comments. FMCSA

may issue a final rule at any time after the close of the comment period.

V. Viewing Comments and Documents

To view comments, as well as any documents mentioned in this preamble, To submit your comment online, go to <http://www.regulations.gov> and in the search box insert the docket number FMCSA-2015-0061 and click "Search." Next, click "Open Docket Folder" and you will find all documents and comments related to the proposed rulemaking.

Issued on: June 8, 2015.

Larry W. Minor,

Associate Administrator for Policy.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2015-0007-N-17]

Proposed Agency Information Collection Activities; Comment Request

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

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting the information collection requests (ICRs) below for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than August 21, 2015.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 17, Washington, DC 20590, or Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number 2130-____."

Alternatively, comments may be transmitted via facsimile to (202) 493-6216 or (202) 493-6497, or via email to Mr. Brogan at Robert.Brogan@dot.gov, or to Ms. Toone at Kim.Toone@dot.gov. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493-6292) or Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6132). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104-13, sec. 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60-days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection activities regarding: (i) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(i)-(iv); 5 CFR 1320.8(d)(1)(i)-(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated

by Federal regulations. In summary, FRA reasons that comments received will advance three objectives: (i) Reduce reporting burdens; (ii) ensure that it organizes information collection requirements in a “user friendly” format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

Below is a brief summary of currently approved information collection activities that FRA will submit for clearance by OMB as required under the PRA:

Title: Railroad Locomotive Safety Standards and Event Recorders.
OMB Control Number: 2130–0004.
Abstract: The Locomotive Inspection requires railroads to inspect, repair, and maintain locomotives and event recorders so that they are safe, free of defects, and can be placed in service without peril to life. Crashworthy locomotive event recorders provide FRA with verifiable factual information about how trains are maintained and operated, and are used by FRA and State inspectors for part 229 rule enforcement. The information garnered from crashworthy event recorders is also

used by railroads to monitor railroad operations and by railroad employees (locomotive engineers, train crews, dispatchers) to improve train handling, and promote the safe and efficient operation of trains throughout the country, based on a surer knowledge of different control inputs.

Form Number(s): FRA F 6180.49A.

Affected Public: Businesses.

Respondent Universe: 754 Railroads.

Frequency of Submission: On occasion.

Reporting Burden:

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
229.9—Movement of Non-Complying Locomotives.	44 Railroads	21,000 tags	1 minute	350
229.15—Remote control locomotive—tagging to indicate in remote control.	44 Railroads	3,000 tags	2 minutes	100
—Repair record of defective OCU linked to remote control locomotive.	44 Railroads	200 records	5 minutes	17
229.17—Accident Reports	44 Railroads	1 report	15 minutes25
229.20—Electronic Recordkeeping—Automatic notice to RR each time locomotive is due for inspection or maintenance.	44 Railroads	21,000 notifications	1 second	6
29.21—Daily Inspection	754 Railroads	6,890,000 insp. reports/ records.	16 minutes or 18 minutes.	1,911,780
—Written Reports of MU Locomotive Inspections.	754 Railroads	250 written reports	13 minutes	54
Locomotive Inspection and Repair Record—Form FRA F 6180.49A.	754 Railroads	4,000 forms	2 minutes	133
229.23—Periodic Inspections of Locomotives	754 Railroads	9,500 tests/forms	8 hours	76,000
—Secondary record of information on Form FRA F 6180.49A.	754 Railroads	9,500 secondary records.	2 minutes	317
—List of defects/repairs during inspection provided to RR employees + copies of lists.	754 Railroads	4,000 lists + 4,000 copies.	2 minutes + 2 minutes	266
—Document from railroad to employees of all tests conducted since last periodic inspection.	754 Railroads	9,500 documents/ records.	2 minutes	317
229.33—Out of Use Credit for Locomotives	754 Railroads	500 out-of-use notations.	5 minutes	42
<i>Recordkeeping Requirements:</i>				
229.25—Periodic Inspection of Event Recorders: Written Copy of Instructions—Amendments.	754 Railroads	200 amendments	15 minutes	50
—Data Verification Readout of Event Recorder.	754 Railroads	4,025 readout records/ reports.	90 minutes	6,038
—Pre-Maintenance Test Failures of Event Recorder.	754 Railroads	700 test failure notations.	30 minutes	350
229.135—Removal of event recorder from service—Tags.	754 Railroads	1,000 removal tags	1 minute	17
—Preserving Locomotive Event Recorder Accident Data—reports.	754 Railroads	10,000 data reports	15 minutes	2,500
<i>Other Requirements:</i>				
229.27—Annual tests of event recorders w/ self-monitoring feature displaying a failure indication—tests.	754 Railroads	700 tests/records	90 minutes	1,050
229.29—Calibration of Locomotive Air Flow Meter—Tests.	754 Railroads	88,000 tests/records	15 seconds	367
229.46—Tagging locomotive with inoperative or ineffective automatic/independent brake that can only be used in trailing position.	754 Railroads	2,100 tags	2 minutes	70
229.85—Marking of all doors, cover plates, or barriers having direct access to high voltage equipment with words “Danger High Voltage” or with word “Danger”.	754 Railroads	1,000 re-paintings/decals.	1 minute	17

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
229.123—Locomotives equipped with a pilot, snowplow, end plate with clearance above 6 inches—Marking/stenciling with words “9 inch Maximum End Plate Height, Yard or Trail Service Only”.	754 Railroads	20 markings/stencils	2 minutes	1
—Notation in Remarks section of Form FRA F6180.49A of pilot, snowplow, or end plate clearance above 6 inches.	754 Railroads	20 notations	2 minutes	1
229.135—Re-manufactured locomotives equipped with certified crash-worthy event recorder.	754 Railroads	1,000 certified memory modules.	2 hours	2,000
229.140—Alerters—Visual indication to locomotive operator at least 5 seconds before audio alarm—New Locomotives.	754 Railroads	74,880,000 visual indications.	4 seconds	83,200
SUBPART E—229.303—Requests to FRA for on-track testing of products outside a facility.	754 Railroads	20 requests	8 hours	160
—Identification of all products developed by Railroads and Vendors.	754 Railroads	20 product identification documents.	2 hours	40
229.307—Safety Analysis for each product subject to this Subpart.	754 Railroads	300 safety analyses	240 hours	72,000
229.309—Safety critical changes to product subject to this Subpart—Notice to FRA.	754 Railroads	10 notifications	16 hours	160
—Report by product suppliers and private owners to railroads of any safety-critical changes to product.	3 Manufacturers	10 reports	8 hours	80
229.311—Railroad Notification to FRA of intent to place product subject to this Part in Service.	754 Railroads	300 notifications	2 hours	600
—Railroad document provided to FRA upon request demonstrating product meets Safety Analysis requirements for life cycle of product.	754 Railroads	300 documents	2 hours	600
—Railroad maintenance of data base of all safety relevant hazards encountered after product is placed in service.	754 Railroads	300 databases	4 hours	1,200
—Written report to FRA disclosing frequency of safety relevant hazards for product exceeding threshold set forth in Safety Analysis.	754 Railroads	10 written reports	2 hours	20
—Final Report to FRA on results of analyses and counter measures to reduce frequency of safety related hazards.	754 Railroads	10 written final reports	4 hours	40
219.313—Product testing results and records	754 Railroads	120,000 product testing records.	5 minutes	10,000
219.315—Railroad maintenance of Operations and Maintenance Manual containing all documents related to installation, maintenance, repair, modification, and testing of a product subject to this Part.	754 Railroads	300 manuals	40 hours	12,000
—RR Configuration Management Control Plan.	754 Railroads	300 plans	8 hours	2,400
—Positive ID of safety-critical components ..	754 Railroads	60,000 Identified components.	5 minutes	5,000
229.317—RR Establishment and Implementation of Training Qualification program for products subject to this Subpart.	754 Railroads	300 programs	40 hours	12,000
—Employees trained under RR program	754 Railroads	10,000 trained employees.	30 minutes	5,000
—Periodic refresher training of employees ..	754 Railroads	1,000 re-trained employees.	20 minutes	333
—RR regular and periodic evaluation of effectiveness of its training program.	754 Railroads	300 evaluations	4 hours	1,200
—RR record of individuals designated as qualified under this Section.	754 Railroads	10,000 records	10 minutes	1,667
Appendix F to Part 229—Guidance for Verification and Validation of Products—3rd Party Assessments.	754 Railroads/3 Manufacturers.	1 3rd party assessment	4,000 hours	4,000

Total Estimated Annual Responses:
82,168,698.

Total Estimated Annual Burden:
2,213,623 hours.

Status: Extension of a Currently
Approved Collection.

Title: FRA Emergency Order No. 31, Notice No. 1.

OMB Control Number: 2130-0611.

Abstract: On May 21, 2015, FRA issued Emergency Order No. 31 (EO or Order) to require that the National Railroad Passenger Corporation (Amtrak) take actions to control passenger train speed at certain locations on main line track in the Northeast Corridor (as defined by 49 U.S.C. 24905(c)(1)(A)). Amtrak was required to immediately implement code changes to its Automatic Train Control (ATC) System to enforce the passenger train speed limit ahead of the

curve at Frankford Junction in Philadelphia, Pennsylvania, where a fatal accident occurred on May 12, 2015. Amtrak was also required to identify all other curves on the Northeast Corridor where there is a significant reduction (more than 20 miles per hour (mph)) from the maximum authorized approach speed to those curves for passenger trains. Amtrak was then required to develop and comply with an FRA-approved action plan to modify its existing ATC System or other signal systems (or take alternative operational actions) to enable enforcement of passenger train speeds at the identified

curves. Amtrak also had to install additional wayside passenger train speed limit signage at appropriate locations on its Northeast Corridor right-of-way. FRA is continuing this Emergency Order in full force and effect, and is now seeking regular clearance for the information collection associated with this Emergency Order.

Form Number(s): N/A.

Affected Public: Businesses.

Respondent Universe: 1 Railroad.

Frequency of Submission: On occasion.

Reporting Burden:

Emergency Order No. 31—Item:	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
(1) Amtrak survey of Northeast Corridor (NEC) main line track system to create list identifying each main track curve where there is a reduction of more than 20 mph from the maximum authorized speed to that curve.	1 Railroad	1 list	32 hours	32
(2) Development and submission of Amtrak Action Plan to FRA.	1 Railroad	1 action plan	80 hours	80
(3) Installation of Additional Wayside Signs throughout NEC, particularly along curve locations, to alert engineers and conductors of maximum authorized train speed.	1 Railroad	186 NEC wayside signs	15.4839 minutes per sign.	48
—Notice by Amtrak to FRA of Installation of Signs along NEC designated in its.	1 Railroad	6 notices	15 minutes	2
(4) Relief Petition to FRA to take action not in Accordance with this Emergency Order.	1 Railroad	1 petition request	80 hours	80

Total Estimated Annual Responses: 195.

Total Estimated Annual Burden: 242. *Status:* Regular Review.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 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.

Rebecca Pennington,
Chief Financial Officer.

[FR Doc. 2015–15214 Filed 6–19–15; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Safety Advisory 15–1]

Audits of Subway Tunnel Environments

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of safety advisory.

SUMMARY: On June 17, 2015, the Federal Transit Administration (FTA) issued

Safety Advisory 15–1 to advise rail fixed guideway public transportation systems (RFGPTS) with subway tunnel environments of forthcoming audits to be conducted by State Safety Oversight Agencies (SSOAs) with oversight jurisdiction in the assessment of tunnel ventilation systems, emergency procedures for fire and smoke events, training programs to ensure compliance with those emergency procedures, and application of industry best standards in maintenance and emergency procedures. Additionally, FTA instructed all State Safety Oversight Agencies to conduct inspections of the rail transit agencies’ tunnel ventilation systems, and to audit the rail transit agencies within their jurisdiction for the purpose of determining the mileage and characteristics of subway tunnels, assessing the adequacy of the rail transit agencies’ emergency procedures, ensuring compliance with those emergency procedures, and determining compliance with industry best standards in maintenance and emergency procedure. The FTA issued Safety Advisory 15–1 in response to an urgent safety recommendation by the National Transportation Safety Board (NTSB). The FTA Safety Advisory 15–1, “Audit All Rail Fixed Guideway

Public Transportation Systems (RFGPTS) with Subway Tunnel Environments,” is available on the FTA public Web site, <http://www.fta.dot.gov/tso.html>.

FOR FURTHER INFORMATION CONTACT: For program matters, Thomas Littleton, Associate Administrator for Transit Safety and Oversight, (202) 366–1738 or Thomas.Littleton@dot.gov. For legal matters, Scott Biehl, Senior Counsel, (202) 366–0826 or Scott.Biehl@dot.gov.

SUPPLEMENTARY INFORMATION: On January 12, 2015, at 3:15 p.m., Eastern Standard Time, a southbound Yellow Line rapid rail train number 302 operated by the Washington Metropolitan Area Transit Authority (WMATA) stopped after encountering heavy smoke in a subway tunnel between the L’Enfant Plaza station and the Potomac River Bridge. After stopping, the rear car of train 302 was about 386 feet from the south end of the L’Enfant Plaza station platform. The operator of train 302 informed WMATA’s Operation Control Center (OCC) that the train had stopped due to heavy smoke. A following Yellow Line train, number 510, stopped about 100 feet short of the south end of the same platform, but its cars were entirely within the L’Enfant Plaza station. At