in interstate commerce (81 FR 42035; 81 FR 42044; 81 FR 59725; 81 FR 62793):

Scott D. Allen (NE)
Scott R. Bailey (MA)
Michael J. Beaver (MN)
Casey G. Bergman (MN)
Gary R. Butts (NY)
Christopher D. Chapman (IA)
Robert J. Chapman (OH)
Carey P. Cole (PA)
Steven A. Crain (LA)
Phillip Daquila III (IL)
Paul J. Dematas (NY)
Kirk A. Erickson (MN)
Raymond E. Fisher, Jr. (PA)
Richard M. Frostig (CT)
Jason L. Garrett (TX)
Faustino P. Garza (TX)
Lawrence M. Gates (NY)
Alva E. Gladney (LA)
Robert D. Golding (NM)
John J. Gonzalez (CT)
Bruce E. Gusler (NH)
James M. Haight (NC)
Bradley T. Hall (AL)
Travis L. Handy (DE)
William C. Higgins (NC)
David R. Hodge (MI)
Paul D. Hollenbeck (UT)
Jame Holman (PA)
Kevin R. Holz (MN)
Brian J. Hurley (IL)
Willis A. Jergenson (IA)
Steven C. Jordan, Jr. (MD)
Kevin M. Krug (IN)
Duane A. Leazott (MN)
Robert A. Lewis (PA)
Brian C. Link (NY)
Bruce A. Mattison (WA)
James K. Medeiros (RI)
Richard E. Mellors (NY)
Gregory S. Montierth (CA)
Daniel M. Mulligan (NJ)
John N. Mulready (MA)
Colton J. Neffger (ND)
Jerry L. Niichel (IA)
Donald S. Oakes (PA)
Dorian T. Papazikos (AL)
Ardell Parks (IL)
Terry D. Paxton (PA)
Carson A. Penny (CA)
Lawrence C. Powers (MI)
Reynier Prieto (FL)
Charles V. Radford, Jr. (NC)
David E. Roth (MN)
Kenneth R. Schleppy (PA)
John J. Shedlock (PA)
Jonathan W. Simoneau (NH)
Malcom D. Small (TX)
Russell F. Smith (PA)
Trenton W. Socha (TX)
Edward D. Sprague (WI)
Carla J. Stafford (TN)
Kenneth R. Stephenson (TX)
Jeffrey S. Toler (IN)
Luis M. Torres (NY)
Lyle D. Tunink (IA)
Fasitupe Tupuola (CA)
Louie D. Valente (MA)
Robert L. Westergaard (NJ)
James A. Wiggins (OK)
Reed R. Wilken (IL)
Mark A. Williams (IN)
Robert A. Yerges (WI)
Abraham K. Yohannan (NY)
Kyle S. Yount (KY)

The drivers were included in docket numbers FMCSA–2016–0041; FMCSA–2016–0042. Their exemptions are applicable as of July 29, 2018, and will expire on July 29, 2020.

In accordance with 49 U.S.C. 31315, each exemption will be valid for two years from the effective date unless revoked earlier by FMCSA. The exemption will be revoked if the following occurs: (1) The person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained prior to being granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136 and 31315.

Issued on: September 12, 2018.

Larry W. Minor,
Associate Administrator for Policy.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Information Collection Clearance Officer, Office of Railroad Safety, Regulatory Analysis Division, RRS–21, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W34–497, Washington, DC 20590 (telephone: (202) 493–6292 or (202) 493–6497, or emailed to Mr. Brogan at Robert.Brogan@dot.gov, or Ms. Toone at Kim.Toone@dot.gov. Please refer to the assigned OMB control number and title 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.

SUPPLEMENTARY INFORMATION: The PRA, 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 to allow comment on information collection activities before seeking OMB approval of the activities. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. Specifically, FRA invites interested parties to comment on the following ICR regarding: (1) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2) 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; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities.
collection activities on the public, including the use of automated
collection techniques or other forms of
information technology. See 44 U.S.C.
3506(c)(2)(A); 5 CFR 1320.8(d)(1). FRA
believes that soliciting public comment
may reduce the administrative and
paperwork burdens associated with the
collection of information that Federal
regulations mandate. See 44 U.S.C.
3501.

The summary below describes the ICR
that FRA will submit for OMB clearance
as the FRA requires:

**Title:** Driver Awareness of Emergency
Notification System (ENS) Signage at
Highway-Rail Grade Crossings.

**OMB Control Number:** 2130—NEW.

**Abstract:** FRA is interested in
understanding more about drivers’
awareness and understanding of the
ENS signs posted at highway-rail grade
crossings. ENS signs are placed at
crossings so that if a driver encounters
a malfunctioning crossing or an unsafe
condition at a crossing the driver can
call the number on the sign and use the
posted crossing identification number to
report the issue. If a driver were to
become stuck on the tracks, the driver
can also call the phone number
displayed on the ENS sign to notify the
railroad. This would help the railroad
slow or stop any oncoming train and
dispatch individuals who could help
safely remove the stuck vehicle. Drivers
may also choose to call the ENS number
if they believe the crossing signage is
damaged or obstructed. The study will
help shed light on how drivers react
when crossing infrastructure appears to
be malfunctioning or when they become
stuck on or near the crossing. This study
will pay particular attention to whether
drivers look for or attempt to make use
of the information on the ENS sign.

The proposed study will use the FRA
Driving Simulator, housed at the Volpe
National Transportation System Center,
to study driver behavior, including
drivers’ potential interaction with the
ENS signage, at a variety of gate types
and ENS sign orientations.

Participants will be asked to drive
through a variety of scenarios to
understand their behaviors under
certain circumstances. The data
collected in this portion will include:

a. Information on the vehicle driver’s
behavior to determine what a driver
does and where the driver looks when
at a crossing equipped with a
functioning warning system;

b. Information on the vehicle driver’s
behavior to determine how a driver
responds to a malfunctioning crossing
gate (e.g., violated safety signals, turned
around and found another route);

c. Information on a driver’s eye
fixation locations to determine whether the
driver notices an ENS sign or if the
driver’s eye fixates long enough to read
it, when crossing warning systems are
functioning properly or malfunctioning;

d. Information on a driver’s response
to an ENS sign to determine whether the
driver would use the information on the
sign to address the issue; and

e. Information on a driver’s response
to an ENS sign to determine whether the
driver would use the information on the
sign if the driver becomes stuck on the
tracks.

This study will evaluate each
participant’s awareness of the ENS sign
and the purpose it serves as well as the
participant’s response to various
functioning and malfunctioning
highway-rail grade crossing warning
systems.

**Type of Request:** Approval of a new
collection of information.

**Affected Public:** Individuals.

**Form(s):** N/A.

**Respondent Universe:** 100 individual
volunteer drivers.

**Frequency of Submission:** One-time.

### REPORTING BURDEN

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<th>Average time per response (hours)</th>
<th>Total annual burden hours</th>
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</tbody>
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**Total Estimated Annual Responses:** 100.

**Total Estimated Annual Burden:** 100 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. 2018–20652 Filed 9–14–18; 8:45 am]

BILLING CODE 4910–06–P

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**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

[Docket Number FRA–2015–0044]

**Petition for Waiver of Compliance**

Under part 211 of Title 49 Code of
Federal Regulations (CFR), this
document provides the public notice
that on July 18, 2018, Siemens Industry,
Inc. (Siemens) petitioned the Federal
Railroad Administration (FRA) to
amend its waiver of compliance from
certain provisions of the Federal
railroad safety regulations contained at
49 CFR 232.409(d), *Inspection and
Testing of End-of-Train Devices*. FRA
assigned the petition Docket Number

Siemens previously received relief
from the requirements of 49 CFR
232.409(d) for two of its EOT models:
Q3920 and R3930 (the dual air pipe
version of Q3920). Siemens seeks
additional relief from 49 CFR 232.409(d)
for two new EOT models: A90385 and
A90390. These two models are smaller
and lighter than previous models. Both
models (A90385 and A90390) use the
same Ritron DTX–445 radio (exempt
from periodic calibration via waiver in
Docket Number FRA–2009–0015) as the
previous model Q3920. Siemens states
that, like the Q3920, the consistency of
performance for the new EOT models
(A90385 and A90390) is based on the
reliability and accuracy of the Ritron
DTX–445 radio. Therefore, Siemens
contends that as long as the Ritron radio
waiver in Docket Number FRA–2009–
0015 is valid, the new Siemens EOT
models (A90385 and A90390) should
also be exempt from periodic
 calibration.

A copy of the petition, as well as any
written communications concerning the
petition, is available for review online at
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