

• **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 January 8, 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, as described in the system of records notice (DOT/ALL-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.

Issued in Washington, DC.

Robert C. Lauby,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2017-25364 Filed 11-22-17; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-1999-6404]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 of the Code of Federal Regulations (CFR), this provides the public notice that on September 6, 2017, The National Railroad Passenger Corporation (Amtrak) petitioned the Federal Railroad Administration (FRA) for an amendment to a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR 238.111, *Pre-revenue service acceptance testing plan*. FRA assigned the petition docket number FRA-1999-6404.

Specifically, Amtrak and the Washington State Department of Transportation (WSDOT) are requesting permission to operate Talgo articulated trainsets on Sound Transit's Lakewood Subdivision near Tacoma, Washington.

In 2010, WSDOT was awarded nearly \$800 million of American Recovery and Reinvestment Act (ARRA) High-Speed

Intercity Passenger Rail funds to improve Amtrak Cascades service in the Pacific Northwest. Two of the projects funded by this ARRA grant program provided over \$200 million to upgrade Sound Transit's Lakewood Subdivision. These upgrades have provided infrastructure to allow for the re-routing of Amtrak's long distance and Amtrak Cascades regional trains off a portion of BNSF Railway's (BNSF) Seattle Subdivision. The Lakewood Subdivision has substantially less freight traffic than the existing route along BNSF's Seattle Subdivision.

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 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:

- **Web site:** <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.

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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, as described in the system of records notice (DOT/ALL-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.

Issued in Washington, DC.

Robert C. Lauby,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2017-25361 Filed 11-22-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2008-0028]

Petition for Waiver of Compliance

Under Part 211 of Title 49 Code of Federal Regulations (CFR), this provides the public notice that on November 14, 2017, Riverport Railroad, LLC (RVPR), petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 223. FRA assigned the petition Docket Number FRA-2008-0028.

Specifically, RVPR seeks to renew a waiver of compliance from the glazing regulations in 49 CFR 223.11, *Requirements for existing locomotives*, for one locomotive, identified as RVPR 4029. RVPR is a terminal/switching railroad on the former Department of Defense (DOD) Savanna Army Depot. This installation is located in rural northwestern Illinois in Jo Daviess and Carroll Counties. RVPR states they own 80 percent of the adjoining land, and the other 20 percent is privately owned and access controlled. The BNSF Railway interchanges cars with RVPR at Robinson Spur where there are eight interchange tracks. All trackage is enclosed and there are no overhead structures or bridges where objects could be thrown at trains. RVPR operates at 10 miles per hour or less, and provides car storage for customers, as well as servicing a railcar repair and a railcar cleaning company.

The locomotive is a 60-ton 500-horsepower diesel electric locomotive numbered 4029. This engine was manufactured in 1950 and remanufactured for DOD between 1987

and 1990. This unit has safety glass in all cab windows, but they are marked in accordance with DOD standards.

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 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:

- **Web site:** <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.
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privacyNotice for the privacy notice of regulations.gov.

Issued in Washington, DC.

Robert C. Lauby,
Associate Administrator for Railroad Safety,
Chief Safety Officer.

[FR Doc. 2017-25363 Filed 11-22-17; 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 was published on July 17, 2017.

DATES: Comments must be received on or before December 26, 2017.

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.

SUPPLEMENTARY INFORMATION:

Title: Visual Scanning Training for Older Drivers.

Type of Request: New information collection requirement.

Abstract: Older adults comprise an increasing proportion of the driving population and exposure-based analyses have consistently shown increased rates of crash involvement for drivers as they age into their 70's, 80's and beyond. Studies have identified particular situations where older drivers are most at risk, including navigating

intersections and merging. These tasks share attributes of elevated demand on visual search and visual attention skills.

The visual scanning training protocol that is the focus of this study was designed to be delivered in one-on-one sessions by a generalist occupational therapist (OT) in a clinical setting, targeting visual field expansion, simultaneous processing of multiple visual stimuli, and ocular skill (visual search routine) exercises.

A preliminary analysis of the training's effectiveness was provided through performance of the NHTSA study, "Validation of Rehabilitation Training Programs for Older Drivers" (See DOT HS 811 749, April 2013). While these results were encouraging, the sample size was small and the research team, program developer and NHTSA all agreed that additional evidence was needed before widespread promotion of this intervention might be warranted. That is the focus of the proposed research.

Study staff will invite drivers 70 and older from a continuing care retirement community to a public meeting to describe the opportunity including inclusion and exclusion criteria. The project plans to recruit a total of 90 participants for the study. Participants will be randomly assigned to either a visual scanning training program (a series of four one-hour one-on-one training sessions) or to a control (placebo) activity for the same number of hours as the visual training protocol. All participants will undergo three, one-hour on-road evaluations by a Certified Driver Rehabilitation Specialist (CDRS) over the course of the study: One before training, one immediately after training, and a final evaluation three months after training. The CDRS will provide instructions about what route to follow and will score how safely the participant drives using standard procedures and criteria that are broadly accepted in the profession. The CDRS scores will be used to determine the effectiveness of the training protocol relative to the control (placebo) group.

Following training, the 45 study participants enrolled in the visual scanning training group will complete a brief questionnaire to determine whether they believe the training will help them to be a safer driver, whether they would recommend the training to friends or relatives, and what they would pay for such training. The training feedback, as well as the CDRS road test scores, will be used to evaluate the effectiveness of the training. Following the second and third evaluations, each study participant will