

economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

Driver distraction contributes to crash-related fatalities and injuries, particularly among younger drivers, with 13% of drivers in fatal distraction-affected crashes under age 20. Overall, 9% of fatal crashes in the United States in 2010 involved driver distraction, and 13% of the drivers in these fatal crashes were reported to have been using a cell phone at the time of the crash (National Center for Statistics and Analysis, 2012). In support of its mission, NHTSA proposes to conduct a series of telephone surveys that will examine the extent to which drivers are distracted by various activities; demographic and typological descriptions of drivers prone to distractions; the extent and frequency of using cell phones and texting while driving; attitudes and perceptions about distracted driving; knowledge of and attitudes toward measures to deter distracted driving; perceptions about the danger of distracted driving; exposure to the consequences of distracted driving; willingness to intervene when someone is distracted while driving; and changes and trends in distracted driving behavior and attitudes. The increase in cell phone ownership and usage combined with the widespread availability of many other devices that can easily divert drivers' attention from the task of driving an automobile have made information on drivers' behaviors and attitudes toward distracted driving important to the safety of America's roadways. An essential part of this effort is to compare behavior and attitude trends to determine the effects of efforts to reduce distracted driving and to identify areas where efforts should be targeted and where new strategies may be needed. Up-to-date information is essential to plot the direction of future activities aimed at reducing driver distraction and achieving reductions in crash injuries and fatalities in the coming years.

As part of its collection of information used to develop and implement effective countermeasures to improve highway traffic safety, NHTSA conducted its first NSDDAB in 2010. As in previous years, NHTSA proposes to make a small number of revisions to the survey instrument to address new information needs. This will include adding a small number of drowsy driving questions. If approved, the proposed survey would assist NHTSA in identifying distracted driving

behaviors and attitudes and in formulating programs and recommendations. The results of the proposed survey would be used to: (a) identify commonalities among distracted drivers so that current programs can be targeted to achieve the greatest benefit; (b) develop new programs and initiatives aimed at reducing distracted driving; and (c) provide informational support to States in their traffic safety efforts to reduce distracted driving.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—This proposed effort would involve cognitive testing of the questionnaires (if significant changes are made to the questionnaire), and telephone survey administration. The cognitive testing would consist of one-on-one cognitive interviews with each of nine persons selected from the general public for the questionnaire, for a total of 9 cognitive interviews. All would be drivers 18 and older. For the national telephone survey, the 20 minute survey will be administered biennially to 6,000 randomly selected members of the general public age 16 and older who drive, including those in landline telephone households as well as those who primarily or exclusive use a cellular phone. For interviews conducted with persons using landline phones, no more than one respondent per household would be selected. For interviews conducted with persons on cell phones, a single user of the cell phone would be selected. Each sample member would complete just one interview. Businesses are ineligible for the sample and would not be interviewed. The respondent sample would be selected from all 50 States plus the District of Columbia.

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information*—NHTSA estimates that the respondents participating in the cognitive interviewing would average 1½ hours to carry out that activity, for a total of 13.5 hours for the 9 cognitive interviews. The 6,000 survey interviews, with an average duration of 20 minutes, would produce a burden of 2,000 hours. The maximum annual reporting burden for the NSDDAB would be 13.5 hours for the cognitive testing and 2,000 hours for the telephone survey for a grand total of 2,027 hours. Interviewing for each round of the questionnaire would occur during a single calendar year with the survey conducted biennially. Thus, the annual reporting burden would be 2,027 hours × 2 collection periods for a

total of 4,054 hours. The respondents would not incur any reporting cost from the information collection. The respondents also would not incur any record keeping burden or record keeping cost from the information collection.

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

Issued on: August 30, 2013.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

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## DEPARTMENT OF TRANSPORTATION

### Saint Lawrence Seaway Development Corporation

#### Advisory Board; Notice of Meeting

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463; 5 U.S.C. App. I), notice is hereby given of a meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation (SLSDC), to be held from 10:00 a.m. to 12:00 p.m. (EDT) on Wednesday, October 23, 2013 via conference call at the SLSDC's Policy Headquarters, 55 M Street SE., Suite 930, Washington, DC 20003. The agenda for this meeting will be as follows: Opening Remarks; Consideration of Minutes of Past Meeting; Quarterly Report; Old and New Business; Closing Discussion; Adjournment.

Attendance at the meeting is open to the interested public but limited to the space available. With the approval of the Administrator, members of the public may present oral statements at the meeting. Persons wishing further information should contact, not later than Friday, October 18, 2013, Anita K. Blackman, Senior Advisor to the Administrator, Saint Lawrence Seaway Development Corporation, Suite W32–300, 1200 New Jersey Avenue SE., Washington, DC 20590; 202–366–0091.

Any member of the public may present a written statement to the Advisory Board at any time.

Issued at Washington, DC, on August 29, 2013.

**Betty Sutton,**

*Administrator.*

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