

retaining their potency, as well as identifying new or refined interventions that may influence parts of the population that have been resistant to previous measures.

Over the next few years, a number of legislative and programmatic changes will require NHTSA to collect public awareness information about its programs. With the introduction of SAFETEA-LU, section 157 grants (TEA-21) will no longer be available to fund States' occupant protection programs. As a result, States will have to sustain their own high enforcement efforts to increase belt use. Public Awareness surveys will be needed to determine if States are successful in sustaining their programs without NHTSA support.

Under section 410 of SAFETEA-LU, spending for State enforcement grants for impaired driving programs will increase almost 100 million dollars annually, from 39.6 million in 2005 to \$139 million in 2009. States seeking to access these grants for specific impaired driving activities will need to have implemented a number of programs in order to be eligible for these grants including: statewide checkpoints and/or saturation patrols, prosecution/adjudication outreach, increased BAC testing of drivers in fatal crashes, high BAC law (stronger/additional penalties), effective alcohol rehabilitation and/or DWI courts, under age 21 program, administrative license revocation or suspension, and self-sustaining programs. It is expected that such heightened activity will increase drivers' awareness of these programs and reduce incidents of impaired driving. Public awareness surveys would enable NHTSA to evaluate the effectiveness of this increased spending.

Between 2006 and 2009, SAFETEA-LU has authorized NHTSA to spend \$29 million annually on National media to promote a message of high visibility enforcement for both impaired driving and occupant protection programs. This, coupled with proposed changes in the media message for the impaired driving program, requires NHTSA to examine public awareness of programs to determine whether the media messages are reaching the target audience.

In order to reduce the work requirements for each State and to create sets of survey data that may be compared among the States, NHTSA will grant one or more separate awards to survey firms with expertise in conducting random telephone surveys. The data will be used to properly plan and evaluate enforcement activities directed at reducing the occurrence of alcohol impaired driving and increasing the use of safety belts. Data from

National surveys will be used to assess the overall effectiveness of these programs, while State data will assess effectiveness of individual State programs. States found to have implemented effective programs to reduce their impaired driving problem, and increased their safety belt use, will prepare materials that highlight major features of their programs to be disseminated among States that want to implement an improved alcohol enforcement program or occupant protection enforcement program.

It should be noted that during the past decade NHTSA has conducted surveys on attitudes and behaviors on impaired driving and safety belt use. These surveys were very useful in convincing States and communities to adopt more effective programs that have raised safety belt use rates to record levels and initiated a new downward trend in impaired driving. Most of these surveys were conducted years ago and cannot be used to evaluate new programs scheduled to be initiated in the next few years.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—Over the next 3 years, NHTSA intends to conduct National telephone surveys to collect data from a total of 21,600 participants. For the impaired driving programs, 2 sets of pre/post intervention surveys, each with sample sizes of 1200, will be administered annually for 3 years. For the Occupant Protection programs, 1 set of pre/post intervention surveys, each with sample sizes of 1200, will be administered annually for 3 years. NHTSA may also select certain sub-groups to survey, including State, Regional, and Community telephone surveys to monitor and evaluate occupant protection and impaired driving demonstration projects. Typically, a State demonstration survey will require 500 participants. A regional demonstration survey can range from as few as 200 participants for a small county to 2000 participants for a region covering more than one State.

Interviews will be conducted with persons at residential phone numbers selected using random digit dialing. No more than one respondent per household will be selected, and each sample member will complete just one interview. Businesses are ineligible for the sample and would not be interviewed. After each wave is completed and the data analyzed, the findings will be disseminated to each State for review.

Estimate of the Total Annual Reporting and Recordkeeping Burden

Resulting From the Collection of Information—NHTSA estimates that respondents in the sample would require an average of 10 minutes to complete the telephone interviews. Thus, the number of annual estimated reporting burden on the general public would be 1,200 hours for the National surveys and a maximum of 2,800 hours for the State and regional demonstration surveys, or a maximum of 4,000 hours per year for the combined National, State, and regional surveys. The respondents would not incur any reporting or recordkeeping costs from the information collection.

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

Issued on: November 22, 2005.

Marilena Amoni,

Associate Administrator of Program Development and Delivery.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2005-23022]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before February 3, 2006.

ADDRESSES: You may submit comments [identified by DOT Docket No. NHTSA-2005-23022] by any of the following methods:

- Web site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400

Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- **Hand Delivery:** Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number for this proposed collection of information. Note that all comments received will be posted without change to <http://dms.dot.gov> including any personal information provided.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Complete copies of each request for collection of information may be obtained at no charge from Mary Versailles, NHTSA, 400 Seventh Street, SW., Room 5320, Washington, DC 20590. Ms. Versailles' telephone number is (202) 366-2057. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected;

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information for which the agency is seeking approval from OMB:

Title: 49 CFR 575—Consumer Information Regulations (sections 103 and 105).

OMB Control Number: 2127-0049.

Form Number: None.

Affected Public: Motor vehicle manufacturers of light trucks and utility vehicles.

Requested Expiration Date of Approval: Three years from approval date.

Abstract: NHTSA must ensure that motor vehicle manufacturers comply with 49 CFR part 575, Consumer Information Regulation § 575.103 Truck-camper Loading and § 575.105 Utility Vehicles. Section 575.103, requires that manufacturers of light trucks that are capable of accommodating slide-in campers provide information on the cargo weight rating and the longitudinal limits within which the center of gravity for the cargo weight rating should be located. Section 575.105, requires that manufacturers of utility vehicles affix a sticker in a prominent location alerting drivers that the particular handling and maneuvering characteristics of utility vehicles require special driving practices when these vehicles are operated.

Estimated Annual Burden: 300 hours.

Number of Respondents: 15.

Based on prior years' manufacturer submissions, the agency estimates that 15 responses will be submitted annually. Currently 12 light truck manufacturers comply with 49 CFR part 575. These manufacturers file one response annually and submit an additional response when they introduce a new model. Changes are rarely filed with the agency, but we estimate that three manufacturers will alter their information because of model changes. The light truck manufacturers gather only pre-existing data for the purposes of this regulation. Based on previous years' manufacturer information, the agency estimates that light truck manufacturers use a total of 20 hours to gather and arrange the data in its proper format (9 hours), to distribute the information to its dealerships and attach labels to light trucks that are capable of

accommodating slide-in campers (4 hours), and to print the labels and utility vehicle information in the owner's manual or a separate document included with the owner's manual (7 hours). The estimated annual burden hour is 300 hours. This number reflects the total responses (15) times the total hours (20). Prior years' manufacturer information indicates that it takes an average of \$35.00 per hour for professional and clerical staff to gather data, distribute and print material. Therefore, the agency estimates that the cost associated with the burden hours is \$10,500 (\$35.00 per hour × 300 burden hours).

Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued on: November 28, 2005.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-05-21436]

Highway Safety Programs; Conforming Products List of Screening Devices To Measure Alcohol in Bodily Fluids

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: This Notice amends and updates the list of devices that conform to the Model Specifications for Screening Devices to Measure Alcohol in Bodily Fluids.

EFFECTIVE DATE: December 5, 2005.

FOR FURTHER INFORMATION CONTACT: Dr. James F. Frank, Office of Research and Technology, Behavioral Research Division (NTI-131), National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590; Telephone: (202) 366-5593.

SUPPLEMENTARY INFORMATION: On August 2, 1994, NHTSA published Model