

jurisdictions). On October 26, 2005, the agency published a **Federal Register** notice with a 60-day comment period to solicit the public's views on the information collection pertaining to this subject. Ten comments were received.

DATES: Comments must be submitted on or before March 29, 2006. A comment to OMB is most effective if OMB receives it within 30 days of this publication.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503, Attention: DOT/FMCSA Desk Officer.

FOR FURTHER INFORMATION CONTACT: Ms. Glenda Davis, FMCSA, 400 Seventh Street, SW., Rm. 8304, Washington, DC 20590; phone: 202-366-5209; fax: 202-366-7298; e-mail:

glenda.davis@fmcsa.dot.gov or Lorena F. Truett, National Transportation Research Center, 2360 Cherahala Boulevard, Room I-32, Knoxville, TN 37932; phone: 865-946-1306; fax: 865-946-1314; e-mail: *TruettLF@ornl.gov*.

SUPPLEMENTARY INFORMATION: This package contains the following supplementary information:

Title: Commercial Driver's License Policies and Practices Among the 51 Jurisdictions.

OMB Control Number: 2126-XXXX.
Type of Request: New information collection.

Background: The Commercial Motor Vehicle Safety Act (CMVSA), (Pub. L. 99-570, Title XII, 100 Stat. 3207-170, October 27, 1998), was passed in an effort to improve highway safety as it related to commercial motor vehicle (CMV) drivers. The Commercial Driver's License Program was created as a result of the CMVSA. The Motor Carrier Safety Improvement Act of 1999 (MCSIA), (Pub. L. 106-159, 113 Stat. 1748, December 9, 1999), further strengthened the CDL Program through more vehicle and driver inspections and carrier compliance reviews, stronger enforcement, expedited completion of rules, and effective CDL testing, record keeping, and sanctions. The goal of both the CMVSA and MCSIA was to improve highway safety by ensuring that drivers of commercial motor vehicles were qualified to operate those vehicles and to remove unsafe and unqualified drivers from the highways.

FMCSA conducts Compliance Reviews (CRs) of the 50 States plus Washington, DC, to ensure that the States are complying with the Federal Motor Carrier Safety Regulations. Additional objectives of the State CRs include the following: Identifying technical, operational, and

administrative deficiencies in State CDL programs; establishing a mechanism for identifying and correcting serious program deficiencies; and identifying opportunities for CDL fraud.

Based on the results of the State CRs, which were completed in every State, some States had fewer compliance issues than others. It appears, however, that each State was in non-compliance to some degree at the time the CR was conducted in the State. FMCSA believes it is necessary to understand why the States are in non-compliance. While there is anecdotal evidence to suggest that fault may lie with the various processes used within the States, or the Agency's failure to provide adequate guidance, or even with the States' inability to understand the Federal regulations, there has been no systematic effort to determine the cause of non-compliance. For FMCSA to find a solution which brings the States into compliance with the CDL Federal requirements and thereby increase commercial-vehicle safety, FMCSA must obtain input from the States. No other survey of this type is being conducted.

The primary means for obtaining information from the State officials through this survey will be via a password-protected Web site. In the introduction ("welcome screen") to the questionnaire, the respondent will be provided alternatives for taking the survey via a paper copy or over a phone call with a contractor hired by FMCSA. If the respondent indicates a preference for the paper copy or phone survey, arrangements will be made for administering the survey in the desired format. In addition, any respondents who prefer to be interviewed via a phone call will also be provided an e-mail address so they may submit additional comments if desired.

Respondents: The total number of respondents is 51. Each of the 51 jurisdictions (50 States plus the District of Columbia) will be contacted.

Average Burden per Response: Each response is expected to take about 1 hour to complete.

Estimated Total Annual Burden: The estimated total annual burden is 51 hours (51 responses × 1 hour per response = 51 hours).

Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of FMCSA, including whether the information will have practical utility; (b) the accuracy of the estimated burden; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the

collection of information on respondents, without reducing the quality of the collected information. All responses to this notice will be summarized and included in the request for OMB approval.

Issued on: February 17, 2006.

Annette M. Sandberg,
Administrator.

[FR Doc. E6-2680 Filed 2-24-06; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms, and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*) this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** Notice with a 60-day comment period was published on December 5, 2005 (70 FR 72500-72501).

DATES: Comments must be submitted on or before March 29, 2006.

ADDRESSES: Send 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: John Siegler at the National Highway Traffic Safety Administration, Office of Research and Technology (NTI-132), 202-366-3976, 400 Seventh Street, SW., Room 5119, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: Evaluation Surveys for Impaired Driving and Safety Belt Interventions.

OMB Number: 2127-New.

Type of Request: New information collection requirement.

Abstract: The National Highway Traffic Safety Administration proposes to conduct a series of telephone surveys that will examine the effectiveness of multiple National and State Click It or Ticket mobilizations and impaired

driving crackdowns, as well as examine the effectiveness of more localized demonstration projects designed to curb impaired driving and/or raise belt use. The National and State telephone surveys would be conducted during the mid 2006–mid 2009 time period. Since Congress has authorized NHTSA to spend millions of dollars annually, to conduct National and State mobilizations and smaller demonstration projects, NHTSA must account for whether these initiatives were effective. The National telephone surveys will be administered to randomly selected samples of 1,200 persons age 18 and older, while regional demonstration surveys can range from as few as 200 participants for a small county to 2,000 participants for a region covering several States. An essential part of this evaluation effort is to compare baseline and post-intervention measures of attitudes, intervention awareness, and (relevant) self-reported behavior to determine if the interventions were associated with changes on those indices.

Affected Public: Randomly selected members of the general public in telephone households.

Estimated Total Annual Burden: 4,000 hours (24,000 interviews averaging 10 minutes each).

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. A Comment to OMB is most effective if OMB receives it within 30 days of publication.

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

Marilena Amoni,

Associate Administrator, Program Development and Delivery.

[FR Doc. 06–1763 Filed 2–24–06; 8:45 am]

BILLING CODE 4910–59–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No.: NHTSA–2006–24001]

Reports, Forms, and Recordkeeping Requirements

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

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 (PRA), before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. This document describes three collections of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before April 28, 2006.

ADDRESSES: Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, SW., 401, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: David Bonelli, Office of Chief Counsel, NCC–113, telephone (202) 366–1834, fax (202) 366–3820, NHTSA, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: Under the PRA, 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. 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 collections 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 collections 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 collections of information:

Title: Grant Program to Prohibit Racial Profiling, State Traffic Safety Information System Improvements, and Child Safety and Child Booster Seat Incentive Grants.

OMB Control Number: N/A.

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

Type of Request: New collection.

Affected Public: State Governments.

Form Number: HS–217.

Abstract: The Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA–LU), Pub. L. 109–59, authorizes several grant programs covering fiscal years (FY) 2006–2009, to be administered by the National Highway Traffic Safety Administration (NHTSA).

Section 1906 authorizes a grant program for States that enact and enforce a law that prohibits the use of racial profiling in the enforcement of traffic laws on Federal-aid highways. To be eligible for a grant, a State must have such a law and maintain and allow public inspection of statistical information for each motor vehicle stop in the state showing the race and ethnicity of the driver and any passengers. A State may also receive a grant if it provides assurances satisfactory to the Secretary of Transportation that the State is undertaking activities that will lead to compliance with the requirements of this section.

Section 2006 authorizes a grant program to support the development and implementation of State traffic safety information systems. The program provides grants to eligible States to support the development of effective programs to improve State traffic safety data and the compatibility and interoperability of State data systems with national and State data systems.

Section 2011 authorizes a grant program for child safety seats and child booster seats. The program provides grant funds to States that enforce a law requiring that all children under the age