

seat belt questions contained in Module Series #1 would be duplicated on Module Series #2.

In conducting the proposed survey, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. A Spanish-language translation and bilingual interviewers would be used to minimize language barriers to participation. The proposed survey would be anonymous and confidential.

*Description of the Need for the Information and Proposed Use of the Information*—The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries and 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.

During the late 1960s and early 1970s, more than 50,000 persons were killed each year in motor vehicle crashes in the United States. Diverse approaches were taken to address the problem. Vehicle safety designs and features were improved; restraint devices were improved; safety behaviors were mandated in state legislation (including seat belt use, child safety seat use, and motorcycle helmet use); alcohol-related legislation was enacted; this legislation was enforced; public information and education activities were widely implemented; and roadways were improved.

As a result of these interventions and improvements, crash fatalities dropped significantly. By 1992, total fatalities had fallen to 39,250, representing a 23% decline from 1966. In addition, the resident population and the number of vehicle miles traveled increased greatly over those years. When fatality rates are computed per 100,000 population, the rate for 1992 (15.39) was about 40 percent lower than the 1966 rate (25.89). In sum, heightened highway safety activity conducted over the past three decades corresponds with major strides in reducing traffic fatalities.

Remaining barriers to safety will be more resistant to programmatic influences now that the easy gains have already been accomplished. Moreover, crash fatalities have edged higher since 1992, totaling 41,471 in 1998. Thus significant effort will be needed just to preserve the gains that already have been made. Up-to-date information is essential to plot the direction of future activity that will achieve reductions in

crash injuries and fatalities in the coming years.

In order to collect the critical information needed by NHTSA to develop and implement effective countermeasures that meet the Agency's mandate to improve highway traffic safety, NHTSA conducted its first Motor Vehicle Occupant Safety Survey in 1994. The survey included questions related to seat belts, child safety seats, air bags, bicyclist safety, motorcyclist safety, and Emergency Medical Services. It also contained small segments on alcohol use and on speeding. The survey was repeated in 1996 and 1998, with the survey instrument updated to incorporate emergent issues and items of increased interest.

The proposed survey is the fourth Motor Vehicle Occupant Safety Survey. The survey would collect data on topics included in the preceding surveys and would monitor changes over time in the use of occupant protection devices and in attitudes related to vehicle occupant safety. It is important that NHTSA monitor these changes so that the Agency can determine the effects of its efforts to promote the use of safety devices and to identify areas where its efforts should be targeted and where new strategies may be needed. As in 1996 and 1998, NHTSA proposes to make a small number of revisions to the survey instrument to address new information needs.

If approved, the proposed survey would assist NHTSA in addressing the problem of motor vehicle occupant safety and in formulating programs and recommendations to Congress. The results of the proposed survey would be used to: (a) Identify areas to target current programs and activities to achieve the greatest benefit; (b) develop new programs and initiatives aimed at increasing the use of occupant safety devices by the general public; and (c) provide informational support to States and localities in their traffic safety efforts. The findings would also be used directly by State and local highway safety and law enforcement agencies in the development and implementation of effective countermeasures to prevent injuries and fatalities to vehicle occupants.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—Under this proposed effort, a telephone interview averaging approximately 20 minutes in length would be administered to each of 12,000 randomly selected members of the general public age 16 and older in telephone households. The respondent sample would be selected from all 50

states plus the District of Columbia. Interviews would be conducted with persons at residential phone numbers selected through random digit dialing. Businesses are ineligible for the sample and would not be interviewed. No more than one respondent would be selected per household. Each member of the sample would complete one interview.

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information*—NHTSA estimates that each respondent in the sample would require an average of 20 minutes to complete the telephone interview. Thus, the number of estimated reporting burden hours a year on the general public (12,000 respondents multiplied by 1 interview multiplied by 20 minutes) would be 4000 for the proposed survey. 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.

**Rose A. McMurray,**

*Associate Administrator Traffic Safety Programs.*

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**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-99-6485]

#### Reports, Forms, and Record Keeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), 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 new 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 reinstatements 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 14, 2000.

**ADDRESSES:** Direct all written comments to U.S. Department of Transportation

Dockets, 400 Seventh Street, S.W., Plaza 401, Washington, D.C. 20590. Docket No. NHTSA-99-6485.

**FOR FURTHER INFORMATION CONTACT:** Mr. Alan Block, Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS-31), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Room 6240, Washington, D.C. 20590.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must 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 regulations (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; and

(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 public comment on the following proposed collection of information:

#### **Part Time Seat Belt User Program**

*Type of Request*—New information collection requirement.

*OMB Clearance Number*—None.

*Form Number*—This collection of information uses no standard forms.

*Requested Expiration Date of Approval*—June 30, 2002.

*Summary of the Collection of Information*—NHTSA proposes to conduct periodic telephone surveys at each of two test sites to assess the level of public awareness and exposure to a program designed to increase seat belt use among part time seat belt users. The interviewing at each of the two sites

would consist of three waves of 500 interviews conducted among a randomly selected sample of persons age 16 and older. Participation by respondents would be voluntary. The interviewers would question respondents about their awareness of program messages and activities, and about their use of seat belts.

In conducting the proposed surveys, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. A Spanish-language translation and bilingual interviewers would be used to minimize language barriers to participation. The proposed surveys would be anonymous and confidential.

*Description of the Need for the Information and Proposed Use of the Information*—The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries and 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.

Seat belt use has increased substantially over the past two decades. Based on State observation surveys, NHTSA computed a seat belt usage rate of 69% for the nation as a whole in 1998. However, this figure obscured the fact that relatively few persons are consistent non-users of seat belts. Rather, research indicates that much of the observed non-use of seat belts occurs among persons who wear their seat belts on other occasions. Research further shows that seat belt use among these part time users tends to be a function of risk assessment; i.e., wearing their seat belts when they perceive greater risk and ignoring them when there is insufficient risk in their perceptual field to grab their attention. Thus persons were more likely to wear seat belts during inclement weather or while driving on the highway, but less likely to wear them on short drives along familiar routes.

Because part time seat belt users considerably outnumber persons who never wear their seat belt, getting part time users to wear their seat belt "every time" would greatly increase seat belt usage nationally and improve highway safety. NHTSA presently is developing a program designed to increase seat belt usage among part time users. The program would be implemented at each of two sites in the United States, and would include educational and other activities to encourage the public to

wear their seat belt all the time. Tied to the program implementation would be a comprehensive evaluation effort to assess program effectiveness. Observation surveys would be conducted to determine whether the program has had an impact on seat belt usage. However, whether or not a program has an impact depends both on the intervention reaching the target audience, and then its ability to elicit the desired behavior once it has penetrated to the target audience. A program may be effective in one of these tasks and ineffective in the other. In order to adequately interpret the results of the seat belt observation surveys, the program evaluation effort would include telephone surveys to collect information on awareness and exposure to program messages and activities.

If approved, the proposed surveys would assist NHTSA in evaluating the effectiveness of a program designed to increase seat belt use among part time belt users. The results of the proposed surveys would identify whether the program interventions penetrated to the target audience(s), and provide the context in which the seat belt observation data would be interpreted. The findings from the evaluation would be used directly by State and local highway safety agencies, as well as other safety organizations, to develop and implement effective programs to increase seat belt use.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—Under this proposed effort, a telephone interview averaging approximately 10 minutes in length would be administered to each of 3,000 randomly selected members of the general public age 16 and older in telephone households. The respondent sample would be selected from each of two sites where a part time seat belt user program had been implemented, with a total of 1,500 interviews conducted per site. There would be three waves of interviewing conducted at each site, with each wave composed of 500 interviews per site. The survey waves would take place at strategic points related to the implementation schedule of the program. Interviews would be conducted with persons at residential phone numbers selected through random digit dialing. Businesses are ineligible for the sample and would not be interviewed. No more than one respondent would be selected per household. Each member of the sample would complete one interview.

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of*

*Information*—NHTSA estimates that each respondent in the sample would require an average of 10 minutes to complete the telephone interview. Thus, the number of estimated reporting burden hours a year on the general public (3,000 respondents multiplied by 1 interview multiplied by 10 minutes) would be 500 for the proposed survey. 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.

**Rose A. McMurray,**

*Associate Administrator, Traffic Safety Programs.*

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## DEPARTMENT OF THE TREASURY

### Fiscal Service

#### **Surety Companies Acceptable on Federal Bonds: Termination—AXA Global Risks US Insurance Company**

**AGENCY:** Financial Management Service, Fiscal Service, Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** This is Supplement No. 4 to the Treasury Department Circular 570; 1999 Revision, published July 1, 1999, at 64 FR 35864.

**FOR FURTHER INFORMATION CONTACT:** Surety Bond Branch at (202) 874-6905.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the Certificate of authority issued by the Treasury to the above named Company, under the United States Code, Title 31, Sections 9304-9308, to qualify as an acceptable surety on Federal bonds is terminated.

The Company was last listed as an acceptable surety on Federal bonds at 64 FR page 35869, July 1, 1999.

With respect to any bonds currently in force with AXA GLOBAL RISKS US INSURANCE COMPANY, bond-approving officers should secure new bonds with acceptable sureties in those instances where a significant amount of liability remains outstanding. In addition, bonds that are continuous in nature should be renewed.

The Circular may be viewed and downloaded through the Internet at <http://www.fms.treas.gov/c570/index.html>. A hard copy may be purchased from the Government Printing Office (GPO), Subscription Service, Washington, DC, telephone (202) 512-1800. When ordering the

Circular from GPO, use the following stock number: 048000-00527-6.

Questions concerning this notice may be directed to the U.S. Department of the Treasury, Financial Management Service, Financial Accounting and Services Division, Surety Bond Branch, 3700 East-West Highway, Room 6A04, Hyattsville, MD 20782.

Dated: November 19, 1999.

**Wanda J. Rogers,**

*Director, Financial Accounting and Services Division, Financial Management Service.*

[FR Doc. 99-32316 Filed 12-13-99; 8:45 am]

BILLING CODE 4810-35-M

## DEPARTMENT OF THE TREASURY

### Fiscal Service

#### **Surety Companies Acceptable on Federal Bonds: Mid-Century Insurance Company**

**AGENCY:** Financial Management Service, Fiscal Service, Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** This is Supplement No. 5 to the Treasury Department Circular 570; 1999 Revision, published July 1, 1999, at 64 FR 35864.

**FOR FURTHER INFORMATION CONTACT:** Surety Bond Branch at (202) 874-6765.

**SUPPLEMENTARY INFORMATION:** A Certificate of Authority as an acceptable surety on Federal bonds is hereby issued to the following Company under 31 U.S.C. 9304 to 9308. Federal bond-approving officers should annotate their reference copies of the Treasury Circular 570, 1999 Revision, on page 35881 to reflect this addition: COMPANY NAME: Mid-Century Insurance Company. BUSINESS ADDRESS: P.O. Box 2478, Terminal Annex, Los Angeles, CA 90051. PHONE: (323) 932-3200. UNDERWRITING LIMITATION b/: \$68,731,000. SURETY LICENSES c/: AZ, AR, CA, CO, FL, GA, ID, IL, IN, IA, KS, KY, MI, MN, MS, MO, MT, NE, NV, NM, NC, ND, OH, OK, OR, SD, TN, TX, UT, VT, VA, WA, WI. INCORPORATED IN: California.

Certificates of Authority expire on June 30 each year, unless revoked prior to that date. The Certificates are subject to subsequent annual renewal as long as the company remains qualified (31 CFR part 223). A list of qualified companies is published annually as of July 1 in Treasury Department Circular 570, with details as to underwriting limitations, areas in which licensed to transact surety business and other information.

The Circular may be viewed and downloaded through the Internet at

<http://www.fms.treas.gov/c570/index.html>. A hard copy may be purchased from the Government Printing Office (GPO) Subscription Service, Washington, DC, Telephone (202) 512-1800. When ordering the Circular from GPO, use the following stock number: 048000-00527-6.

Questions concerning this Notice may be directed to the U.S. Department of the Treasury, Financial Management Service, Financial Accounting and Services Division, Surety Bond Branch, 370 East-West Highway, Room 6A04, Hyattsville, MD 20782.

Dated: November 12, 1999.

**Wanda J. Rogers,**

*Director, Financial Accounting and Services Division, Financial Management Service.*

[FR Doc. 99-32317 Filed 12-13-99; 8:45 am]

BILLING CODE 4810-35-M

## DEPARTMENT OF THE TREASURY

[CO-68-87; CO-69-87; CO-18-90]

#### **Proposed Collection; Comment Request For Regulation Project**

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning existing final regulations CO-68-87 and CO-69-87(TD 8352), Final Regulations Under Sections 382 and 383 of the Internal Revenue Code of 1986; Pre-change Attributes, and CO-18-90 (TD 8531), Final Regulations Under Section 382 of the Internal Revenue Code of 1986; Limitations on Corporate Net Operating Loss Carryforwards (§§ 1.382-4 and 1.382-2T).

**DATES:** Written comments should be received on or before February 14, 2000 to be assured of consideration.

**ADDRESSES:** Direct all written comments to Garrick R. Shear, Internal Revenue Service, room 5244, 1111 Constitution Avenue NW., Washington, DC 20224.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information or copies of the regulations should be directed to Carol Savage, (202) 622-3945, Internal Revenue Service, room