

immediately before the question on race with a note to respondents to answer both questions. The most profound change to the standards was that of allowing respondents to report more than one race if they chose to do so. Some of the impetus for the OMB change to allow the reporting of one or more races came from the increasing number of interracial marriages and births to parents of different races in the past 25 to 35 years. For many census data users, both governmental and non-governmental as well as the private sector, there is a need to understand how the Census 2000 race distributions relate to race distributions from previous censuses and current surveys where respondents were instructed to report only one race.

Data by race from most federal surveys currently reflect a collection methodology of asking respondents to mark only one race category. Users of the Census 2000 data on race will need to compare the race distribution from Census 2000 to these other sources. The objective of the study is to produce data that will improve users' ability to make comparisons between Census 2000 data on race that allowed the reporting of one or more races, and data on race from other sources that allow single race reporting. The primary goal is to improve comparisons of 1990 and Census 2000 race distributions, at national and lower geographic levels. Other goals are to facilitate comparisons between Census 2000 and Census Bureau surveys which instruct respondents to mark one race, and with data from the vital records system which uses census data to calculate such indicators as birth and death rates.

II. Method of Collection

The methodology for the evaluation requires that the sample households be contacted twice to provide information on race. The sample households are mailed an initial questionnaire which they are scheduled to receive around July 1, 2001. Approximately one month later, the sample households are re-contacted by telephone to collect additional race and other information. The evaluation requires the administration of both the 1990 question on race and the Census 2000 question on race in a split panel design. A total sample of about 50,000 addresses will be selected containing respondents who reported more than one race, as well as addresses where respondents reported a single race in Census 2000.

For the initial data collection, one panel of about 25,000 housing units will be enumerated using a questionnaire

similar to the Census 2000 short form with the 1990 census instruction to the question on race, that is, to "mark one race." The other panel of about 25,000 housing units will be enumerated using the identical questionnaire, except the instruction to the question on race will include the wording "mark one or more races." Census 2000 data collection methods will be used including the mailout/mailback procedure along with personal interviewing for those addresses that do not respond via mail. We are assuming a 50 percent initial mail response rate. Therefore, nonresponse follow-up procedures similar to those used for Census 2000 will be implemented. Results from each of the panels will be matched to their Census 2000 results. The match variables will include the name, age, date of birth, and sex of the sample housing unit members. Every effort will be made to capture data for people who moved into the sample address and ascertain the previous address at which they were enumerated in Census 2000. However, no efforts will be made to trace movers; that is, we will not ask information about people who have moved out of the sample addresses since April 1, 2000.

A reverse questionnaire design procedure will be used to re-contact housing units that participated in the initial data collection. Sample housing units that participated in the initial data collection with the mark one or more races instruction will be re-contacted by telephone and asked to report one race. Those housing units that received the mark one race instruction will be asked to mark one or more races. For housing units for which there is no telephone, personal interviews will be conducted to collect the re-contact information. The questions on both the re-contact instruments will be similar; only minor modifications will be made to probe for additional information in instances where respondents are reluctant to report a single race when asked to do so. During the re-contact, every effort will be made to speak with the individual who completed the initial questionnaire. To facilitate this effort, data from the initial questionnaires will be transcribed onto the re-contact instruments. During the re-contact interview, respondents will be asked to provide additional relevant information, including the race of biological parents, and other pertinent social, demographic, and economic data.

The goal is to produce reliable estimates that replicate, to the extent possible, the Census 2000 race distributions in terms of the percent reporting a single race, more than one

race, and the distribution of the responses among a pre-determined number of possible race combinations. It is likely that less than 20 combinations will be identified.

III. Data

OMB Number: Not available.

Form Number(s): S-698A, S-698B.

Type of Review: Regular.

Affected Public: Individuals or households.

Estimated Number of Respondents: 50,000.

Estimated Time Per Response: 15 minutes.

Estimated Total Annual Burden Hours: 25,000.

Estimated Total Annual Cost: There is no cost to respondents except for their time to respond.

Respondents Obligation: Mandatory.

Legal Authority: Title 13 of the United States Code, Sections 141 and 193.

IV. Request for Comments

Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden (including hours and cost) of the proposed collection of information; (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, including through the use of automated collection techniques or other forms of information technology.

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection; they also will become a matter of public record.

Dated: November 30, 2000.

Madeleine Clayton,

Departmental Forms Clearance Officer, Office of the Chief Information Officer.

[FR Doc. 00-30960 Filed 12-5-00; 8:45 am]

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DEPARTMENT OF COMMERCE

Foreign-Trade Zones Board

[Order No. 1129]

Expansion of Foreign-Trade Zone 3, San Francisco, California

Pursuant to its authority under the Foreign-Trade Zones Act of June 18, 1934, as amended (19 U.S.C. 81a-81u),

the Foreign-Trade Zones Board (the Board) adopts the following Order:

Whereas, the San Francisco Port Commission, grantee of Foreign-Trade Zone 3, submitted an application to the Board for authority to expand FTZ 3 to include the jet fuel storage and distribution system at the San Francisco International Airport and related facilities (261 acres) in the San Francisco, California, area, within the San Francisco Customs port of entry (FTZ Docket 16-2000; filed April 28, 2000);

Whereas, notice inviting public comment was given in the **Federal Register** (65 FR 30057, May 10, 2000) and the application has been processed pursuant to the FTZ Act and the Board's regulations; and

Whereas, the Board adopts the findings and recommendations of the examiner's report, and finds that the requirements of the FTZ Act and Board's regulations are satisfied, and that the proposal is in the public interest;

Now, Therefore, the Board hereby orders:

The application to expand FTZ 3 is approved, subject to the Act and the Board's regulations, including § 400.28.

Signed at Washington, DC, this 21st day of November 2000.

Troy H. Cribb,

Assistant Secretary of Commerce for Import Administration, Alternate Chairman, Foreign-Trade Zones Board.

[FR Doc. 00-31111 Filed 12-5-00; 8:45 am]

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DEPARTMENT OF COMMERCE

Foreign-Trade Zones Board

[Order No. 1128]

Expansion of Foreign-Trade Zone 79, Tampa, Florida

Pursuant to its authority under the Foreign-Trade Zones Act of June 18, 1934, as amended (19 U.S.C. 81a-81u), the Foreign-Trade Zones Board (the Board) adopts the following Order:

Whereas, the City of Tampa, Florida, grantee of Foreign-Trade Zone 79 (Tampa, Florida), submitted an application to the Board for authority to expand FTZ 79 to include the jet fuel storage and distribution system at the Tampa International Airport (Site 7—100 acres) in Tampa, Florida, within the Tampa Customs port of entry (FTZ Docket 12-2000; filed March 28, 2000);

Whereas, notice inviting public comment was given in the **Federal Register** (65 FR 18282, April 7, 2000) and the application has been processed

pursuant to the FTZ Act and the Board's regulations; and

Whereas, the Board adopts the findings and recommendations of the examiner's report, and finds that the requirements of the FTZ Act and Board's regulations are satisfied, and that the proposal is in the public interest;

Now, Therefore, the Board hereby orders:

The application to expand FTZ 79 is approved, subject to the Act and the Board's regulations, including § 400.28.

Signed at Washington, DC, this 21st day of November 2000.

Troy H. Cribb,

Assistant Secretary of Commerce for Import Administration, Alternate Chairman, Foreign-Trade Zones Board.

[FR Doc. 00-31109 Filed 12-5-00; 8:45 am]

BILLING CODE 3510-DS-P

DEPARTMENT OF COMMERCE

Foreign-Trade Zones Board

[Docket 64-2000]

Foreign-Trade Zone 133-Rock Island, Illinois; Application For Foreign-Trade Subzone Status, Deere & Company (Construction Equipment), Davenport, Iowa

An application has been submitted to the Foreign-Trade Zones Board (the Board) by the Quad-City Foreign-Trade Zone, Inc., grantee of FTZ 133, requesting special-purpose subzone status for the manufacturing facility (construction equipment) of Deere & Company (Deere), located in Davenport, Iowa. The application was submitted pursuant to the Foreign-Trade Zones Act, as amended (19 U.S.C. 81a-81u), and the regulations of the Board (15 CFR part 400). It was formally filed on November 17, 2000.

The Deere facility is located at the intersection of Highway 61 and Mt. Joy Road in Davenport, Iowa. This facility (2.2 million square feet; 900 employees) is used for the development and manufacture of construction equipment (heavy-duty four-wheel-drive loaders, motor graders, and heavy-duty wheeled log skidders). Deere uses some foreign-sourced components in the manufactures of these products. However, most of those items enter the U.S. duty-free. The only foreign-sourced items for which Deere is seeking to gain FTZ benefits are transmissions, controllers, and shifters, all of which are only used in the production of four-wheel drive loaders (these components represent approximately 24.3% of the production cost of the loaders). Duty

rates on these imported components range from 2.5% to 2.7%.

Zone procedures would exempt Deere from Customs duty payments on foreign components used in export production. On its domestic sales, Deere would be able to choose the lower duty rate that applies to the finished products (duty-free) for the foreign components noted above. FTZ status may also make a site eligible for benefits provided under state/local programs. The application indicates that the savings from zone procedures would help improve the plant's international competitiveness.

In accordance with the Board's regulations, a member of the FTZ Staff has been designated examiner to investigate the application and report to the Board.

Public comment on the application is invited from interested parties. Submissions (original and three copies) shall be addressed to the Board's Executive Secretary at the address below. The closing period for their receipt is February 5, 2001. Rebuttal comments in response to material submitted during the foregoing period may be submitted during the subsequent 15-day period to February 20, 2001.

A copy of the application and the accompanying exhibits will be available for public inspection at each of the following locations: Office of the Executive Secretary, Foreign-Trade Zones Board, U.S. Department of Commerce, Room 4008, 14th and Pennsylvania Avenue, NW., Washington, DC. 20230. Quad-City Foreign-Trade Zone, Inc., 1830 Second Avenue, Suite 200, Rock Island, Illinois 61201.

Dated: November 27, 2000.

Dennis Puccinelli,

Executive Secretary.

[FR Doc. 00-31106 Filed 12-5-00; 8:45 am]

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DEPARTMENT OF COMMERCE

Foreign-Trade Zones Board

[Order No. 1121]

Grant of Authority; Establishment of a Foreign-Trade Zone; Decatur, Illinois

Pursuant to its authority under the Foreign-Trade Zones Act of June 18, 1934, as amended (19 U.S.C. 81a-81u), the Foreign-Trade Zones Board (the Board) adopts the following Order:

Whereas, the Foreign-Trade Zones Act provides for “* * * the establishment * * * of foreign-trade zones in ports of entry of the United States, to expedite and encourage foreign commerce, and