

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 in Washington, DC, on April 18, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-11177 Filed 5-3-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Over-the-Road Bus Accessibility Program Grants

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Program Guidance Revision.

The Federal Transit Administration provided program guidance and application procedures in a **Federal Register** Notice dated February 8, 1999, "Over-the-Road Bus Accessibility Program Grants" (64FR6165). The notice invited comments regarding the program and stated that program guidance might be revised based upon comments received. There were several comments regarding applying Federal requirements to the entire vehicle rather than to just the wheelchair lifts that are to be added to the vehicles to make them wheelchair accessible. The commenters suggested that the application of Federal requirements to the full vehicle would limit program participation, imposing a burden for a fairly small Federal share. In addition, applying Federal requirements to the entire vehicle would be particularly burdensome for the small over-the-road bus operators. As a result of FTA review of the industry comments describing the detrimental impact that applying federal requirements to the entire vehicle would have on industry participation in this program, and having reviewed the language of the law, FTA is revising its **Federal Register** Notice of February 8, 1999. Federal requirements shall apply only to the incremental cost of making a vehicle wheelchair accessible. Such incremental costs include the lift itself, the expense of installing the lift during manufacture of the vehicle, as well as other items needed to ensure that vehicle accessibility requirements are

met, such as wheelchair securement devices.

Issued on: zApril 28, 1999.

Gordon J. Linton,

Administrator.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5580]

Notice of Receipt of Petition for Decision that Nonconforming 1990-1992 Acura Legend Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1990-1992 Acura Legend passenger cars are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1990-1992 Acura Legend passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is June 3, 1999.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. (Docket hours are from 9 am to 5 pm).

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle

originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Champagne Imports of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1990-1992 Acura Legend passenger cars are eligible for importation into the United States. The vehicles which Champagne believes are substantially similar are 1990-1992 Acura Legend passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer, Honda Motor Co., as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1990-1992 Acura Legends to their U.S. certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Champagne submitted information with its petition intended to demonstrate that non-U.S. certified 1990-1992 Acura Legends, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1990-1992 Acura Legends are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence* . . . , 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 201