

Research Institute (UMTRI) on the changes in glare caused by varying mounting height of high beam DRLs confirms that the DRLs on the subject vehicles do not produce significantly more glare than compliant DRLs.

2. In addition to the UMTRI research, GM conducted subjective evaluations that confirmed that the DRLs on the noncomplying vehicles do not cause a consequential increase in glare relative to complying vehicles with lamps at or just below the maximum permitted mounting height.

3. The driver of a preceding vehicle will not see more light in the rearview mirror than NHTSA intended when it adopted the DRL requirements in January, 1993. GM evaluated light from the noncomplying vehicles with the DRL mounted at 37 inches, which is in the most extreme build condition and worst case, for purposes of this analysis. The light from this condition striking a mirror mounted 44 inches above the ground and 20 feet in front of the DRL, would be below the 2,600 candela limit established by the agency in the final DRL rule.

4. The mounting height of the DRLs on the noncomplying vehicles complies with the requirements of Canada Motor Vehicle Safety Standard (CMVSS) 108.

5. GM has not identified any accidents, injuries or warranty reports that are associated with this condition on the noncomplying vehicles.

For all of the above reasons, GM argued that this noncompliance is inconsequential to motor vehicle safety, and applied for a decision that it be exempted from the notification and remedy provisions of 49 U.S.C 30118 and 30120.

We have received hundreds of letters from citizens about excessive glare from headlamp-derived DRLs and particularly upper beam-derived DRLs. Partially in response to those complaints, on August 7, 1998, we issued a proposed amendment to FMVSS 108 to reduce the intensity permitted for DRLs, starting with the upper beam DRLs such as the ones found on these vehicles (63 FR 42348). As we stated in the proposed amendment, we found that the actual intensities of some of these headlamp DRLs on vehicles were as much as 1.35 times the intensities measured when the lamps are photometrically tested in the laboratory—because vehicle voltages up to 14 volts are found on some vehicles (compared to the 12.8 volt lab test voltage). This may help explain why there are so many reports by the public of glare from DRLs.

GM submitted this application after we had issued the 1998 proposed

amendments to reduce glare from DRLs and was aware that we consider glare from DRLs, even at legal mounting heights, to be a problem. We recognize that the noncompliance here is due to a small height increase, resulting in relatively small increases in glare, as reported by the test subjects GM used. However, real world experience reflecting potential safety concerns, demonstrates that an unprecedented number of citizens are complaining of glare from DRLs. We believe therefore, that manufacturers should be held to the existing location requirements so as not to exacerbate the problem of glare. The DRL intensity requirements in existence since February 10, 1993, were a significant relaxation (i.e., increase in intensity) from that originally proposed on August 12, 1991 (56 FR 38100). Even then, DRL glare was an important issue. Today, public concerns have caused NHTSA to re-examine the intensity limits for DRLs. Given these circumstances, we cannot find that a noncompliance that increases DRL glare is inconsequential to safety. This application is therefore denied.

(49 U.S.C. 30118 and 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on August 30, 1999.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

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DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

[Docket No. BTS-99-5696]

Agency Information Collection Activity Under OMB Review; American Travel Survey

AGENCY: Bureau of Transportation Statistics, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that BTS has forwarded the Information Collection Request for the American Travel Survey (ATS) to the Office of Management and Budget (OMB) for review. The ATS provides information on the travel patterns of the American public and how travel is changing over time. On May 21, 1999, BTS published a **Federal Register** notice proposing this submission and asking for public comment (64 FR 27852). BTS did not receive any comments in response to that notice.

DATES: Please submit comments by October 4, 1999.

ADDRESSES: Please send comments to both (1) the Office of Information and Regulatory Affairs (OIRA), OMB, 725 17th Street, NW., Washington, DC 20503, attention: DOT Desk Officer; and (2) the Docket Clerk, Docket No. BTS-99-5696, Department of Transportation, 400 Seventh Street, SW., Room PL-401, Washington, DC 20590. Comments must include the OMB Control Number, 2139-new.

If you wish to file comments to DOT using the Internet, you may use DOT's Dockets Management System website at <http://dms.dot.gov>. Please follow the instructions online for more information. This website can also be used to read comments received.

FOR FURTHER INFORMATION CONTACT: Ms. Heather Contrino, Office of Statistical Programs and Services, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590, phone: (202) 366-6584, fax: (202) 366-3640, heather.contrino@bts.gov.

SUPPLEMENTARY INFORMATION:

Title: American Travel Survey (ATS).

OMB Control Number: 2139-New.

Type of Request: Reinstatement of expired information collection.

Form: American Travel Survey.

Abstract: Under 49 U.S.C. 111, BTS is authorized to and responsible for collecting data related to the performance of the nation's transportation systems. The American Travel Survey provides data on the interregional flows of passenger travel. BTS and DOT will use the information to analyze the volumes and patterns of travel, the safety risks associated with travel, the role of travel in economic productivity, and the accessibility of transportation services. The data are also used in a number of ways by other Federal agencies, State and local governments, transportation-related associations, private businesses, and consumers to better understand the amount and nature of personal travel by the American public.

Estimated Annual Burden Hours: The estimated burden is 33,816 hours annually.

Public Comments Invited

BTS requests comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the Bureau of Transportation Statistics; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and

(4) ways to minimize the collection burden without reducing the quality of the collected information, including the use of automated collection techniques or other forms of information technology.

Electronic Availability

An electronic copy of this document may be downloaded using a modem and suitable communications software from the **Federal Register** electronic bulletin board service (telephone number: 202-512-1661). Internet users may reach the **Federal Register's** web site at http://www.access.gpo.gov/su_docs.

Ashish Sen,

Director.

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UNITED STATES INFORMATION AGENCY

Office of Citizen Exchanges; Media Internship Program for Russia

ACTION: Request for proposals.

SUMMARY: The Europe/Eurasia Division of the Office of Citizen Exchanges of the United States Information Agency's Bureau of Educational and Cultural Affairs announces an open competition for an assistance award. U.S. public and private non-profit organizations meeting the provisions described in IRS regulation 26 CFR 1.501 (c) may submit proposals to develop media internship programs. Grants are subject to the availability of funds.

Goals/Objectives

The Russian Media Internship Program has been created in response to Russia's current economic crisis that threatens the existence of its emerging free press. USIA hopes that, through participation in the Russian Media Internship Program, Russian media managers will survive the economic challenges they are facing and continue to provide non-biased and accurate reporting. The program has three objectives: (1) To help media managers address the difficult economic conditions they are currently facing by learning the techniques used by their American counterparts in overcoming similar difficulties; (2) to demonstrate that a fair and ethical media can contribute to a civil society despite economic hardships; and (3) to familiarize media managers with the unique relationship in America between the media and government.

Overview

USIA is interested in proposals that will provide hands-on internships to approximately 16 Russian mid-level managers from print media establishments with a circulation of not less than 10,000. The program should ideally be ten weeks in length and begin with a visit to Washington, DC. The Washington portion of the program should last 4-6 days and focus on the interaction and relationship between the U.S. Federal Government and the media. After completing the Washington-based component, participants will begin practical internships at medium-sized media establishments throughout the U.S. Up to three host sites for each participant may be arranged for the internship portion of the program. Proposals should list those media establishments willing to host and should describe why these media establishments have been chosen. Program format can include both individual placements as well as work in small groups (up to three at a time). If the small group format is used, the internships must have a practical program component, not just be site visits. Organizations may propose a debriefing session before participants return to Russia. The Bureau will give higher ranking to proposals that ensure lasting linkages between these participants and their American colleagues.

Organizations must demonstrate the capability to identify and recommend candidates for participation in the program. The narrative should describe how the identification process will be carried out and by whom. Recommendations for selection will be made to the Office of Public Diplomacy at the American Embassy in Moscow, which will make the final selection of participants.

Due to the interactive nature of the internship component, it is preferred that participants have a working knowledge of English, particularly a good understanding of the spoken language. If individuals with little or no English are recommended, organizations must clearly describe what provisions they would make to structure a program for those participants, including interpretation services for participants.

A strong proposal contains the following: A proven track record of conducting program activities; cost-sharing from American or in-country sources, including donations of air fares, hotel and/or housing costs, and experienced program staff with some Russian language skills.

On October 1, 1999, the Bureau of Educational and Cultural Affairs will become part of the U.S. Department of State. The integration will not affect the content of this announcement or the nature of the program described.

Overall grant making authority for this program is contained in the Mutual Educational and Cultural Exchange Act of 1961, Public Law 87-256, as amended, also known as the Fulbright-Hays Act. The purpose of the Act is "to enable the Government of the United States to increase mutual understanding between the people of the United States and the people of other countries.

* * *; to strengthen the ties which unite us with other nations by demonstrating the educational and cultural interests, developments, and achievements of the people of the United States and other nations. * * * and thus to assist in the development of friendly, sympathetic and peaceful relations between the United States and the other countries of the world." The funding authority for the program above is provided through the Freedom Support Act.

Programs and projects must conform with Agency requirements and guidelines outlined in the Solicitation Package.

Announcement Title and Number

All correspondence with the Agency concerning this RFP should reference the above title and number: E/PN-00-7

Deadline for Proposals

All copies must be received at the U.S. Department of State's Bureau of Educational and Cultural Affairs (formerly USIA's Bureau of Educational and Cultural Affairs) by 5 p.m. Washington, DC time, on Thursday, October 7, 1999. Faxed documents will not be accepted at any time. Documents postmarked on October 7, 1999 but received on a later date will not be accepted. It is the responsibility of each grant applicant to ensure that proposals are received by the deadline. A grant decision announcement should be made by December 1, 1999. The grant should begin in January 2000, and U.S.-based internships commencing in Spring 2000.

Interested applicants should read the complete **Federal Register** announcement before addressing inquiries to the Office of Citizen Exchanges or submitting their proposals. Once the RFP deadline has passed, the Office of Citizen Exchanges may not discuss this competition in any way with applicants until after the Bureau program and project review process has been completed.