

(i) Relevant government procurement issues that should be addressed in the negotiations.

(j) Relevant environmental and labor issues that should be addressed in the negotiations.

Comments identifying as present or potential trade barriers laws or regulations that are not primarily trade-related should address the economic, political, and social objectives of such regulations and the degree to which they discriminate against producers of the other country. At a later date, the USTR, through the TPSC, will publish notice of reviews regarding (a) the possible environmental effects of the proposed agreement and the scope of the U.S. environmental review of the proposed agreement, and (b) the impact of the proposed agreement on U.S. employment and labor markets.

A hearing will be held on January 12, 2005, in Rooms 1 and 2, 1724 F Street, NW., Washington, DC. Persons wishing to testify at the hearing must provide written notification of their intent to testify by January 5, 2005. The notification should include: (1) The name, address, and telephone number of the person presenting the testimony; and (2) a short (one or two paragraphs) summary of the presentation, including the subject matter and, as applicable, the product(s) (with HTSUS numbers), service sector(s), or other subjects (such as investment, intellectual property, and/or government procurement) to be discussed. A copy of the testimony must accompany the notification. Remarks at the hearing should be limited to no more than five minutes to allow for possible questions from the TPSC. Persons with mobility impairments who will need special assistance in gaining access to the hearing should contact the TPSC Executive Secretary.

Interested persons, including persons who participate in the hearing, may submit written comments by noon, January 25, 2005. Written comments may include rebuttal points demonstrating errors of fact or analysis not pointed out in the hearing. All written comments must state clearly the position taken, describe with particularity the supporting rationale, and be in English. The first page of written comments must specify the subject matter, including, as applicable, the product(s) (with HTSUS numbers), service sector(s), or other subjects (such as investment, intellectual property and/or government procurement).

3. Requirements for Submissions

In order to facilitate prompt processing of submissions, the Office of the United States Trade Representative

strongly urges and prefers electronic (e-mail) submissions in response to this notice. In the event that an e-mail submission is impossible, submissions should be made by facsimile.

Persons making submissions by e-mail should use the following subject line: "United States-United Arab Emirates Free Trade Agreement," followed by (as appropriate) "Notice of Intent to Testify," "Testimony," or "Written Comments." Documents should be submitted as either WordPerfect, MSWord, or text (.TXT) files. Spreadsheets submitted as supporting documentation are acceptable as Quattro Pro or Excel. If any document submitted electronically contains business confidential information, the file name of the business confidential version should begin with the characters "BC—," and the file name of the public version should begin with the characters "P—." The "P—" or "BC—" should be followed by the name of the submitter. Persons who make submissions by e-mail should not provide separate cover letters; information that might appear in a cover letter should be included in the submission itself. To the extent possible, any attachments to the submission should be included in the same file as the submission itself, and not as separate files.

Written comments, notice of testimony, and testimony will be placed in a file open to public inspection pursuant to 15 CFR 2003.5, except business confidential information exempt from public inspection in accordance with 15 CFR 2003.6. Business confidential information submitted in accordance with 15 CFR 2003.6 must be clearly marked "BUSINESS CONFIDENTIAL" at the top of each page, including any cover letter or cover page, and must be accompanied by a non-confidential summary of the confidential information. All public documents and non-confidential summaries shall be available for public inspection in the USTR Reading Room. The USTR Reading Room is open to the public, by appointment only, from 10 a.m. to noon and 1 p.m. to 4 p.m., Monday through Friday. An appointment to review the file must be scheduled at least 48 hours in advance and may be made by calling (202) 395-6186.

General information concerning the Office of the United States Trade Representative may be obtained by

accessing its Internet Web site (<http://www.ustr.gov>).

Carmen Suro-Bredie,
Chairman, Trade Policy Staff Committee.
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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

United We Ride State Coordination Grants Announcement

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: This notice identifies state agencies selected for United We Ride State Coordination Grants and provides instructions for applying for the grant funds.

EFFECTIVE DATE: State agencies selected for State Coordination Grants may begin application procedures upon receipt of letters from FTA Administrator Jennifer L. Dorn informing them of their selection. Applicants should submit their electronic grant applications to FTA by February 28, 2005. Grant activities should be complete, with all funds drawn down from the grant, by February 28, 2006.

FOR FURTHER INFORMATION CONTACT: Applicants may contact the appropriate FTA Regional Administrator (see Appendix A) for grant-specific issues; or Elizabeth Solomon, 202-366-0242, for general information about the United We Ride State Coordination Grants.

SUPPLEMENTARY INFORMATION: Those states selected for funding were found to meet the objective of the United We Ride initiative which is to implement the President's Executive Order on Human Service Transportation Coordination by breaking down barriers among Federal programs to enhance coordination of human service transportation programs for individuals with disabilities, older adults, and lower income populations who depend on transportation services to access employment, health, and other community services. The purpose of the State Coordination Grants is to increase the overall capacity of states to deliver comprehensive and coordinated human services transportation that meets the needs of transportation-disadvantaged individuals and to increase cross-agency collaboration to facilitate coordination, enhance services, and address redundancies of programs and services. These grants may be used to assist states in conducting a comprehensive state

assessment using the United We Ride Framework for Action; developing a comprehensive state action plan for coordinating human services transportation; or, for those states that already have a comprehensive state action plan, to implement one or more of the elements identified in the Framework for Action.

Grant Selections. The solicitation announcement for the United We Ride state coordination grants called for applications to be submitted by August 23, 2004. FTA received 45 proposals, all of which were evaluated and approved by an interagency team of reviewers. Grants will be made for between \$19,000 and \$35,000. No local match is

required for these grants. Of the applicants, 38 are state DOTs and the remaining seven are various other state agencies. We encourage these other state applicants to partner with the state DOTs for submittal of grant applications.

State	Lead agency	Amount
Alabama	Alabama Department of Senior Services	\$35,000
Alaska	Alaska Department of Transportation and Public Facilities	35,000
Arizona	Arizona Department of Transportation	35,000
Arkansas	Arkansas State Highway and Transportation Department	19,000
California	California Department of Transportation	34,027
Colorado	Colorado Department of Transportation	35,000
Connecticut	Connecticut Department of Transportation	35,000
Delaware	Delaware Transit Corporation	35,000
District of Columbia	Washington DC Department of Transportation	35,000
Florida	Florida Commission for the Transportation Disadvantaged	35,000
Georgia	Georgia Department of Transportation	34,750
Idaho	Idaho Department of Transportation	35,000
Illinois	Illinois Department of Transportation	35,000
Iowa	Iowa Department of Transportation	30,000
Kansas	Kansas Department of Transportation	35,000
Kentucky	Kentucky Transportation Cabinet	35,000
Louisiana	Louisiana Department of Transportation and Development	34,984
Maine	Maine Department of Transportation	35,000
Maryland	Maryland Transit Administration	35,000
Massachusetts	Massachusetts Human Service Transportation Office	35,000
Michigan	Michigan Department of Transportation	35,000
Minnesota	Minnesota Department of Transportation	35,000
Mississippi	Mississippi Division of Medicaid	35,000
Missouri	Missouri Department of Transportation	35,000
Montana	Office of the Governor	25,450
Nebraska	Nebraska Department of Roads	35,000
Nevada	Nevada Department of Transportation	30,000
New Hampshire	New Hampshire Department of Transportation	35,000
New Jersey	New Jersey Transit Corporation	35,000
New Mexico	New Mexico State Highway and Transportation Department	35,000
New York	New York Department of Transportation	35,000
North Carolina	North Carolina Department of Health and Human Services	35,000
Ohio	Ohio Department of Transportation	28,700
Oklahoma	Oklahoma Department of Transportation	35,000
Oregon	Oregon Department of Transportation	35,000
Pennsylvania	Pennsylvania Department of Transportation	35,000
South Carolina	South Carolina Department of Transportation	35,000
Tennessee	Tennessee Department of Transportation	35,000
Texas	Texas Department of Transportation	35,000
Utah	Utah Department of Transportation	35,000
Vermont	Vermont Agency of Transportation	35,000
Virgin Islands	Virgin Islands Department of Public Works	35,000
Virginia	Virginia Department of Rail and Public Transportation	35,000
West Virginia	West Virginia Division of Public Transit	35,000
Wisconsin	Wisconsin Bureau of Aging and Long Term Care	29,816

Eligible Costs. Funds may be used to support personnel for planning, training, coordination, and other administrative activities required to enhance coordination among and across agencies within the state. Supplies, small equipment (computers, etc.), and travel are also eligible expenses.

Ineligible Costs. Funds may not be used for provision of transportation services, such as for capital costs for large equipment, e.g. vehicles, or operating costs.

Planning Requirements. Because the State Coordination grants are financed with planning and research funds, they are exempt from inclusion in the Metropolitan Transportation Improvement Programs (TIPs) and the State Transportation Improvement Programs (STIPs). However, FTA encourages States to share information on their proposed work activities with affected local officials. In urbanized areas, States are encouraged to coordinate with Metropolitan Planning

Organizations (MPOs), including possible reference of their work activities in the Unified Planning Work Program. In non-urbanized areas, States are encouraged to share information on proposed State Coordination Grant activities with local officials through each State's required consultation process with non-metropolitan local officials regarding participation in statewide transportation planning and programming. FTA regards the involvement of local officials as critical

to achieving effective coordination of human services transportation.

Pre-Award Authority. Costs may be incurred for activities in the approved proposal prior to FTA approval. However, in exercising pre-award authority, applicants must comply with all Federal requirements. Failure to do so will render costs ineligible for FTA financial assistance. Applicants must consult the appropriate FTA regional office regarding the eligibility of the project for future FTA funds or the applicability of the conditions and Federal requirements. Pre-award spending authority is provided effective as of November 9, 2004, the date on which letters of project selection were sent to applicants.

Certification and Assurances. In accordance with 49 U.S.C. 5323(n), certifications and assurances have been compiled for the various FTA programs. Before FTA may award a Federal grant, each successful applicant must provide to FTA all certifications and assurances required by Federal laws and regulations applicable to itself and its project. A state providing certifications and assurances on behalf of its prospective subrecipients should obtain sufficient documentation from those subrecipients needed to provide informed certifications and assurances. All of the Federal requirements that apply to State Coordination grant applicants are included in those applicable to all grantees, so Category 1, Required of Each Applicant, is the category that State Coordination Grant applicants will select. If FTA already has the State applicant's signed certifications and assurances for the current fiscal year and it has provided adequate certifications and assurances to qualify for a State Coordination Grant, the State applicant need not submit separate certifications and assurances for assistance. FTA's (FY) 2005 Certifications and Assurances Notice was published in the **Federal Register** on October 26, 2004. A copy of that **Federal Register** notice can be found on the FTA Web site at http://www.fta.dot.gov/legal/federal_register/2004/12174_16165_ENG_HTML.htm. The document is also available on the Main Menu of the Transportation Electronic Award and Management (TEAM) Web site. Applicants that need further assistance should contact the appropriate FTA regional office (see Appendix A) for further information.

Applying for Funds. Applicants for State Coordination funds will submit their applications electronically through TEAM, the Web-based FTA electronic system that FTA uses for grant award and management. The content of these

grant applications must reflect the approved proposal. This application does not require Department of Labor Certification. Regional Office (Appendix A) staff can advise how specific laws, regulations, **Federal Register** notices, and Executive Orders may be obtained.

Payment Procedures. All FTA payments to grantees are made through the Electronic Clearing House Operation (ECHO) system. New grantees can work with regional staff to obtain an ECHO account number and a password for ECHO access. Grantees may transmit an ECHO drawdown request message to FTA in order to receive funds necessary to meet immediate cash disbursement needs. The ECHO system processes the grantee's message and if no problems are noted by FTA, the amount requested is transmitted to Treasury. Treasury electronically transfers the payment to the grantee's financial institution within 24 hours.

Reporting Requirements. By October 31 each year, the state should submit to FTA a milestone progress report and a financial status report in TEAM for each active grant covering the 12-month period ending September 30 or the period from when the grant was awarded through September 30, and, upon completion of the grant project, submit a final report. These reports are intended to meet at least the minimal program information needs at the regional and national levels. Copies of planning documents or products developed from grant activities, if any, can be submitted as attachments in the TEAM system. Grantees must also submit the Overall State Self-Assessment of the Framework for Action. Grantees can: access this document at http://www.fta.dot.gov/ccam/framework_states.doc; copy the Overall State Self-Assessment page near the end of the document; and provide, in text, ratings for each of the six sections. The document can then be saved as a text document and submitted as an attachment in TEAM with an annual or final report.

Data Collection. United We Ride is targeted to simplify access to transportation services, reduce duplication and increase cost efficiencies. Too often, information to measure our progress in coordinating human service transportation and achieving cost and service results is lacking. FTA will be providing guidance to assist grantees with collecting data regarding expenditures, costs and benefits of coordinated transportation services.

Issued on November 30, 2004.

Jennifer L. Dorn,
Administrator.

Appendix A—FTA Regional Offices

Region I

Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont. Richard Doyle, FTA Regional Administrator, Volpe National Transportation Systems Center, Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142-1093, (617) 494-2055.

Region II

New Jersey, New York, and Virgin Islands. Letitia Thompson, FTA Regional Administrator, One Bowling Green, Room 429, New York, NY 10004-1415, (212) 668-2170.

Region III

Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, and West Virginia. Susan Borinsky, FTA Regional Administrator, 1760 Market Street, Suite 500, Philadelphia, PA 19103-4124, (215) 656-7100.

Region IV

Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, and Tennessee. Hiram Walker, FTA Regional Administrator, 61 Forsyth Street, SW., Suite 17T50, Atlanta, GA 30303, (404) 562-3500.

Region V

Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin. Joel Ettinger, FTA Regional Administrator, 200 West Adams Street, Suite 2410, Chicago, IL 60606-5232, (312) 353-2789.

Region VI

Arkansas, Louisiana, New Mexico, Oklahoma, and Texas. Robert Patrick, FTA Regional Administrator, 819 Taylor Street, Room 8A36, Ft. Worth, TX 76102, (817) 978-0550.

Region VII

Iowa, Kansas, Missouri, and Nebraska. Mokhtee Ahmad, FTA Regional Administrator, 901 Locust Street, Suite 404, Kansas City, MO 64106, (816) 329-3920.

Region VIII

Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming. Lee Waddleton, FTA Regional Administrator, 12300 West Dakota, Suite 310, Lakewood, CO 80228-2583, (720) 963-3300.

Region IX

American Samoa, Arizona, California, Guam, Hawaii, Nevada, and the Northern Mariana Islands. Leslie Rogers, FTA Regional Administrator, 201 Mission Street, Suite 2210, San Francisco, CA 94105-1839, (415) 744-3133.

Region X

Alaska, Idaho, Oregon, and Washington. Richard F. Krochalis, FTA Regional Administrator, Jackson Federal Building, 915

Second Avenue, Suite 3142, Seattle, WA
98174-1002, (206) 220-7954.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2004-19737]

Notice of Receipt of Petition for Decision That Nonconforming 2004 Mercedes Benz Type 463 Short Wheel Base (SWB) Gelaendewagen Multipurpose Passenger Vehicles (MPVs) Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 2004 Mercedes Benz type 463 SWB Gelaendewagen MPVs are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2004 Mercedes Benz type 463 SWB Gelaendewagen MPVs 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 January 5, 2005.

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]. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

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.

Under 49 U.S.C. 30141(a)(1)(B), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards may also be granted admission into the United States, even if there is no substantially similar motor vehicle of the same model year originally manufactured for importation into and sale in United States, if the safety features of the vehicle comply with or are capable of being altered to comply with those standards based on destructive test information or other evidence that NHTSA decides is adequate.

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**.

J.K. Motors of Baltimore, Maryland ("J.K.") (Registered Importer 90-006) has petitioned NHTSA to decide whether 2004 Type 463 SWB Gelaendewagen MPVs are eligible for importation into the United States. J.K. has identified its petition as pertaining to both the Cabriolet and the Three Door versions of these vehicles. J.K. believes that these vehicles can be made to conform to all applicable Federal motor vehicle safety standards (FMVSS).

In its petition, J.K. noted that NHTSA has granted import eligibility to 2001-2003 Mercedes Benz type 463 SWB Gelaendewagen MPVs (VCP-25) that they claim are identical to the 2004 Mercedes Benz type 463 SWB

Gelaendewagen MPVs that are the subject of this petition. In their petition for the 2001-2003 vehicles the petitioner stated that over a period of ten years, NHTSA has granted import eligibility to a number of Mercedes Benz Gelaendewagen type 463 vehicles. These include the 1990-1996 SWB version of the vehicle (assigned vehicle eligibility number VCP-14) and the 1996 through 2001 long wheel base (LWB) version of the vehicle (assigned vehicle eligibility numbers VCP-11, 15, 16, 18, and 21). These eligibility decisions were based on petitions submitted by J.K. and another register importer, Europa International, Inc., claiming that the vehicles were capable of being altered to comply with all applicable FMVSS. Because those vehicles were not manufactured for importation into and sale in the United States, and were not certified by their original manufacturer (Daimler Benz), as conforming to all applicable FMVSS, they cannot be categorized as "substantially similar" to the 2004 SWB versions for purposes of establishing import eligibility under 49 U.S.C. 30141(a)(1)(A). In addition, while there are some similarities between the SWB and LWB versions, NHTSA has decided that the 2002 through 2005 LWB versions of the vehicle that Mercedes Benz has manufactured for importation into and sale in the United States cannot be categorized as substantially similar to the SWB versions for the purpose of establishing import eligibility under section 30141(a)(1)(A). Therefore, we will construe J.K.'s petition as a petition pursuant to 49 U.S.C. 30141(a)(1)(B).

J.K. submitted information with its petition intended to demonstrate that 2004 Type 463 SWB Gelaendewagen MPVs, as originally manufactured, comply with many applicable FMVSS and are capable of being modified to comply with all other applicable standards to which they were not originally manufactured to conform.

Specifically, the petitioner claims that 2004 Type 463 SWB Gelaendewagen MPVs has safety features that comply with Standard Nos. 102 *Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect*, 103 *Windshield Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 113 *Hood Latch System*, 116 *Motor Vehicle Brake Fluid*, 119 *New Pneumatic Tires for Vehicles Other than Passenger Cars*, 124 *Accelerator Control Systems*, 135 *Passenger Car Brake Systems*, 101 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and*