

meet the applicable visa requirements. See *Visa Requirements Under the African Growth and Opportunity Act*, 66 FR 7837 (2001).

Further, U.S. note 2(d) to subchapter XIX of chapter 98 of the HTS is modified by inserting "Swaziland" in alphabetical sequence in the list of countries. This modification to the HTS is effective with respect to articles entered, or withdrawn from warehouse for consumption, on or after July 26, 2001, the effective date of the notice granting Swaziland textile and apparel benefits under the AGAO.

Robert B. Zoellick,

United States Trade Representative.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-2000-7392]

Transportation Equity Act for the 21st Century: Implementation Guidance for the National Corridor Planning and Development Program and the Coordinated Border Infrastructure Program

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; closing of public docket.

SUMMARY: The FHWA will not be soliciting full applications for fiscal year (FY) 2002 National Corridor Planning and Development Program and the Coordinated Border Infrastructure (NCPD/CBI) Program funds. Additionally, the FHWA does not plan to solicit applications for FY 2003 NCPD/CBI Program funds until Congress completes action on the FY 2003 U.S. DOT Appropriations Act. Finally, the FHWA does not plan to solicit statements of intent to apply for FY 2003 NCPD/CBI Program before or after action on the FY 2003 U.S. DOT Appropriations Act.

FOR FURTHER INFORMATION CONTACT: For program issues: Mr. Martin Weiss, Office of Intermodal and Statewide Programs, HEPS-10, (202) 366-5010; or for legal issues: Mr. Robert Black, Office of the Chief Counsel, HCC-30, (202) 366-1359; Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

Background

The NCPD and the CBI programs are discretionary grant programs funded by a single funding source. These programs provide funding for planning, project development, construction and operation of projects that serve border regions near Mexico and Canada and high priority corridors throughout the United States. Under the NCPD program, States and metropolitan planning organizations (MPOs) are eligible for discretionary grants for: Corridor feasibility; corridor planning; multistate coordination; environmental review; and construction. Under the CBI program, border States and MPOs are eligible for discretionary grants for: transportation and safety infrastructure improvements, operation and regulatory improvements, and coordination and safety inspection improvements in a border region.

Sections 1118 and 1119 of the Transportation Equity Act for the 21st Century (TEA-21), (Public Law 105-178, 112 Stat. 107, at 161, June 9, 1998), established the NCPD and CBI programs, respectively. These programs respond to substantial interest dating from 1991. In that year, the Intermodal Surface Transportation Efficiency Act (ISTEA), (Public Law 102-240, 105 Stat. 1914, December 18, 1991), designated a number of high priority corridors. Subsequent legislation modified the corridor descriptions and designated additional corridors. Citizen and civic groups promoted many of these corridors as a means to accommodate international trade. Similarly, since 1991 a number of studies identified infrastructure and operational deficiencies near the U.S. borders with Mexico and Canada. Also various groups, some international and/or intergovernmental, studied opportunities to improve infrastructure and operations.

Funds for the NCPD and CBI are provided by a single funding source. The combined authorized funding for these two programs is \$140 million in each year from FY 1999 to FY 2003 (a total of \$700 million). Program funds are

limited by the requirements of section 1102 (obligation ceiling) of the TEA-21.

In FY 1999, the FHWA received about 150 applications under the NCPB/CBI programs. Of those applications, the FHWA awarded fifty five. In FY 2000, the FHWA received about 150 applications. Of these applications, the FHWA awarded sixty five; however, approximately 50 percent of the program funds were awarded to projects designated by congressional appropriation committees in the reports accompanying the U.S. DOT Appropriations Act for FY 2000. In FY 2001, the FHWA received about 150 applications. Of these applications, the FHWA awarded fifty four, however about 65 percent of the funds were awarded to projects designated by congressional appropriation committees in the reports accompanying the U.S. DOT Appropriations Act for FY 2001. Of the awards in FY 1999, FY 2000 and FY 2001 most were for less than the requested funding.

On May 7, 2001, the FHWA placed a notice in the **Federal Register** at 66 FR 23073 that solicited statements of intent to apply, as opposed to full solicitations. This was done partly because the FHWA did not know how much funding would be available and by soliciting intent to apply rather than applications, it would reduce cost to grant seekers, grant reviewers and/or grant coordinators. This **Federal Register** notice also continued a docket (FHWA-2000-7392) for comments concerning the notice or the program in general. No comments were placed in that docket in the period ending April 15, 2000.

By August 2001, States and MPOs submitted about 200 statements of intent to apply for about \$3 billion.

The President signed the FY 2002 U.S. DOT Appropriations Act in December 2001. Congress increased funding for the program by more than 200 percent by setting aside additional funds for the program under provisions of section 110 of title 23 U.S. Code, otherwise known as the Revenue Aligned Budget Authority (RABA). However, consistent with the trend of past years, all the FY 2002 funds will be awarded to projects designated by the congressional appropriations committee in the report accompanying the U.S. DOT Appropriations Act for FY 2002. (See H.R. Conf. Rep. No. 107-308 at 82; November 30, 2001). Notwithstanding the designation noted above, the FHWA maintains a public listing of the "statements of intent" on the internet at the URL: <http://www.fhwa.dot.gov/hep10/corbor/2002/intenttoapply2002.html>.

Therefore, the FHWA will not be soliciting full applications for FY 2002 NCPD/CBI program funds. Additionally, the FHWA does not plan to solicit applications for FY 2003 NCPD/CBI program funds until the Congress completes action on the FY 2003 U.S. DOT Appropriations Act. Finally, the FHWA does not plan to solicit statements of intent to apply for FY 2003 NCPD/CBI program funds either before or after congressional action on the FY 2003 U.S. DOT Appropriations Act.

States that wish to substantially modify their Statements of intent for their own reasons may, of course, do so, and similarly those who wish to send the modification to the FHWA Divisions in their State may do so.

Finally, because no comments were submitted to the docket and because of the designations noted above, the FHWA is closing the docket on this program.

Information concerning the NCPD/CBI program, including grant applications, grant selections, solicitations, maps, statutory language, etc. are available on the internet at the following URL: <http://www.fhwa.dot.gov/hep10/corbor/index.html>.

Authority: 23 U.S.C. 315; Public Law 105-178, 112 Stat. 107, 161 to 164, as amended; 49 CFR 1.48.

Issued on: April 22, 2002.

Mary E. Peters,

Administrator, Federal Highway Administration.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2002-11880]

Notice of Receipt of Petition for Decision that Nonconforming 1978 General Motors Blazer Multipurpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1978 General Motors Blazer multipurpose passenger vehicles are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1978 General Motors Blazer multipurpose passenger

vehicles 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 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 May 31, 2002.

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 a.m. to 5 p.m.].

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**.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas ("WETL") (Registered Importer 90-005) has petitioned NHTSA to decide whether 1978 General Motors Blazer multipurpose passenger vehicles, originally manufactured for sale in European and other foreign markets, are

eligible for importation into the United States. The vehicles which WETL believes are substantially similar are 1978 General Motors Blazer multipurpose passenger vehicles that were manufactured for sale in the United States and certified by their manufacturer, General Motors Corporation, as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1978 General Motors Blazer multipurpose passenger vehicles 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.

WETL submitted information with its petition intended to demonstrate that non-U.S. certified 1978 General Motors Blazer multipurpose passenger vehicles, 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 1978 General Motors Blazer multipurpose passenger vehicles are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 101 *Controls and Displays*, 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 108 *Lamps, Reflective Devices and Associated Equipment*, 113 *Hood Latch Systems*, 116 *Motor Vehicle Brake Fluids*, 119 *New Pneumatic Tires for Vehicles other than Passenger Cars*, 124 *Accelerator Control Systems*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that non-U.S. certified 1978 General Motors Blazer multipurpose passenger vehicles comply with the Vehicle Identification Number plate requirement of 49 CFR part 565.

Petitioner further contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 111 *Rearview Mirror*: Replacement of the passenger side rearview mirror, which is flat and has 1:1 magnification.