

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 This modification to the HTS is effective with respect to articles entered, or withdrawn from warehouse for consumption, on or after July 26, 2001, the effective date of the notice granting Swaziland textile and apparel benefits under the AGAO.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.

[FR Doc. 02-10664 Filed 4-30-02; 8:45 am]

BILLING CODE 3190-01-M

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.

[FR Doc. 02-10765 Filed 4-30-02; 8:45 am]

BILLING CODE 4910-22-P

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.