

Dated: August 4, 1995.

**Mark L. Gerchick,**

*Acting Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 95-19769 Filed 8-9-95; 8:45 am]

BILLING CODE 4910-62-P

## Federal Highway Administration

[FHWA Docket No. 95-23]

### Uniform Relocation Act, Certification Pilot Program in Florida

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Florida Department of Transportation (FDOT) proposes to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) on Federal-aid highway projects in two of its districts through use of a certification procedure permitted by the Uniform Act. The FDOT would comply with the Uniform Act by conducting its right-of-way program in accordance with State laws determined by the FHWA, the Federal lead agency for the Uniform Act, to have the same purpose and effect as the Uniform Act. Comments are requested on the FDOT's proposed certification and on the determination sought from the FHWA concerning the purpose and effect of the State laws relied on by the FDOT.

**DATES:** Comments are requested by September 11, 1995.

**ADDRESSES:** Submit written, signed comments to FHWA Docket No. 95-23 Federal Highway Administration, Room 4232, HCC-10, Office of Chief Counsel, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope/postcard.

**FOR FURTHER INFORMATION CONTACT:** Marshall Schy, Chief, Policy Development Branch, Office of Right-of-Way, HRW-11, (202) 366-2035; or Reid Alsop, Office of Chief Counsel, HCC-31, (202) 366-1371, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** The Uniform Act (42 U.S.C. 4601-4655) provides relocation benefits to persons

forced to move by Federal or federally-assisted programs or projects. It also establishes policies relating to the acquisition of real property for such programs or projects. The FHWA has been designated the Federal Government's lead agency for implementing the Uniform Act.

Sections 210 and 305 of the Uniform Act (42 U.S.C. 4630 and 4655) require State agencies that receive Federal financial assistance for programs or projects that will result in the acquisition of real property or the displacement of persons to provide "assurances" that they will comply with the Act's provisions. Section 103 of the Uniform Act (42 U.S.C. 4604) provides that, in lieu of those assurances, a State agency may comply by certifying (and receiving the FHWA's determination) that it will be operating under State laws that "will accomplish the purpose and effect" of the Uniform Act.

The FDOT has applied for the establishment of a certification pilot program that would cover Uniform Act compliance on Federal-aid highway projects for a period of two years. The pilot program would be limited to the FDOT's Districts 2 and 4. District 2 includes the area encompassed by the counties of Alachua, Baker, Bradford, Clay, Columbia, Dixie, Duvall, Gilchrist, Hamilton, Lafayette, Levy, Madison, Nassau, Putnam, St. Johns, Suwannee, Taylor, and Union. District 4 includes the area encompassed by the counties of Broward, Indian River, Martin, Palm Beach, and St. Lucie.

In its certification application the FDOT relies on the authority in sections 120.543 and 339.05 of the Florida statutes, and on the existing FDOT right-of-way procedures. The two statutory provisions grant the FDOT broad authority to comply with Federal (Uniform Act) requirements. The FDOT right-of-way procedures govern the FDOT's compliance with the provisions of the Uniform Act. Accordingly, if the certification pilot program is approved, it is anticipated that the level of benefits and assistance provided to property owners and displaced persons will remain virtually unchanged since the FDOT will continue to operate under the same State laws and procedures that currently govern its compliance with the Uniform Act. The primary changes are expected to be the elimination of FHWA approvals or oversight of Uniform Act implementation in the two FDOT districts and the simplified administration associated with the State operating under its own procedures.

If the certification pilot program is approved, the FHWA, under section 103(c) of the Uniform Act, could still

withhold project approvals or rescind acceptance of the FDOT's certification if the FDOT failed to comply with the certification or with the State law upon which the certification was based.

In accordance with section 103(b)(3) of the Uniform Act, the FHWA is providing an opportunity for public review and comment before making a determination concerning the "purpose and effect" of such State laws. Following the expiration of the comment period the FHWA will make a determination concerning the purpose and effect of the applicable State laws, and will either approve or disapprove the FDOT certification request.

**Authority:** 42 U.S.C. 4604.

Issued on: August 3, 1995.

**Rodney E. Slater,**

*Federal Highway Administrator.*

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## National Highway Traffic Safety Administration

[Docket No. 95-61; Notice 1]

### Notice of Receipt of Petition for Decision That Nonconforming 1992 Volvo 740 GL and 940 GL Sedan and Wagon Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1992 Volvo 740 GL and 940 GL Sedan and Wagon 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 1992 Volvo 740 GL and 940 GL sedans and wagons 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 September 11, 1995.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St.,