

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FTA Transit Program Technical Amendments Changes Under the Transportation Equity Act for the 21st Century

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: The Transportation Equity Act for the 21st Century (TEA-21) made certain changes to the FTA transit program by amending 49 U.S.C. chapter 53. On June 24, 1998, the FTA published a **Federal Register** Notice summarizing TEA-21 provisions as they impacted the FTA grant program. The Internal Revenue Restructuring and Reform Act of 1997, signed into law by President Clinton on July 22, 1998, contained technical amendments to TEA-21 that corrected some of the TEA-21 provisions. As a result, the FTA is now publishing this Notice providing information on the technical corrections. This Notice updates the June 24, 1998, **Federal Register** entitled "FTA Transit Program Changes and Final Funding Levels for Fiscal Year 1998 Under the Transportation Equity Act for the 21st Century."

FURTHER INFORMATION CONTACT: The appropriate FTA Regional Administrator for grant-specific information and issues; Patricia Levine, Director, Office of Resource Management and State Programs, (202) 366-2053, for general information about the Urbanized Area Formula Program, the Capital New Start Program, and the Clean Fuels Formula Program, (202) 366-2053.

SUPPLEMENTARY INFORMATION: 49 U.S.C. chapter 53, amended by TEA-21, made certain changes to the FTA transit program. By technical corrections, some of those changes have been amended. FTA is publishing in this Notice the following provisions, as amended, pertaining to the FTA transit programs:

Section 5307 Urbanized Area Formula Program Operating Assistance

Section 5307(c)(1)(B), as amended, specifies that: "The Secretary may make grants under this section from funds made available for fiscal year 1998 to finance the operating costs of equipment and facilities for use in mass transportation in an urbanized area with a population of at least 200,000." Therefore, the operating assistance limitations, as published in the **Federal Register** on December 5, 1997, still apply for areas 200,000 and above.

Section 5308 Clean Fuels Formula Program

Section 5308(e)(2) is amended to read: "Clean diesel buses.—Not more than 35 percent of the amount made available by or appropriated under section 5338 in each fiscal year to carry out this section may be made available to fund clean diesel buses."

Section 5309 New Start Authorizations under TEA-21

Table 6 of the June 24, 1998, **Federal Register** contained a list of TEA-21 New Start Project Authorizations under Section 5309(m)(1)(B). Some of the project authorizations specified whether the project was authorized for final design and construction or for alternatives analysis and preliminary engineering. The following areas are now also authorized for final design and construction: NM/Albuquerque—Greater Albuquerque Mass Transit Project; CT/Hartford—Hartford City Light Rail Connection to Central Business District; RI/MA—Providence-Boston Commuter Rail; NY/New York—St. George's Ferry Intermodal Terminal; NY/New York—Midtown West Ferry Terminal; FL/St. Petersburg—Pinellas County-Mobility Initiative Project; GA/Atlanta—MARTA Extension (S. DeKalb-Lindbergh). The following areas are now authorized for alternatives analysis and preliminary engineering under Section 5309(m)(1)(B): CA/Riverside County—San Jacinto-Branch Line; IA/Sioux City—Light Rail; NM/Albuquerque—High Capacity Corridor; NM/Santa Fe—

Santa Fe-El Dorado Rail Link; IL/Chicago—Northwest Rail Transit Corridor; and VT/Burlington—Burlington-Essex Commuter Rail.

In addition, the following New Start projects authorizations have been amended to modify either the project name or the dollar amount or both: Dallas—North Central Extension, \$188,000,000; Dallas-Fort Worth RAILTRAN (Phase II), \$12,000,000; San Diego Mission Valley East and Mid-Coast Corridor, \$325,000,000; Hartford City Light Rail Connection to Central Business District, \$33,000,000; Kansas City—I-35 Commuter Rail, \$30,000,000; New York—Staten Island Ferry-Whitehall Intermodal Terminal, \$40,000,000; New York-Midtown West Ferry Terminal, \$16,300,000; Washington, D.C., Dulles Corridor Extension, \$86,000,000; Pittsburgh Stage II Light Rail, \$100,200,000; Northeast Indianapolis Corridor, \$10,000,000; Greater Albuquerque Mass Transit Project, \$90,000,000; Providence-Boston Commuter Rail, \$10,000,000; and San Joaquin Intermodal Corridor, \$14,000,000.

Over-the-Road Bus Accessibility Program

The authorized funding level for other over-the-road bus service under Section 5338(a)(2) totals \$6,800,000 for fiscal years 2000 through 2003. In addition, the amendment specifies that the amounts shall be available for operators of over-the-road buses used substantially or exclusively in intercity, fixed-route over-the-road bus service to finance the incremental capital and training costs of the Department of Transportation's final rule regarding accessibility of over-the-road buses.

This Notice is included on the FTA Home Page and may be accessed at www.fta.dot.gov.

Issued on: August 13, 1998.

Gordon J. Linton,
Administrator.

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