

board reduction has been applied to the \$50 million in transferred funds. Thus, \$652,928,200 of funds appropriated in FY 2003 is available for funding the Bus and Bus-Related category of the Capital Investment Program. In addition, Congress directed that funds made available for bus and bus facilities include \$4,567,156 reallocated from projects in previous appropriations Acts, which increases the total amount made available to \$657,495,356. The reallocated funds are derived from unobligated balances for the following projects: Essex Junction, Vermont multimodal station, \$490,547; Towamencin Township, Pennsylvania intermodal center (1999), \$1,488,750; Towamencin Township, Pennsylvania intermodal center (2000), \$1,471,643; Folsom, California multimodal facility, \$992,500; and Georgetown University fuel cell program, \$123,176.

After reserving \$6,529,282 for oversight, the amount available for allocation under the Bus and Bus-Related category is \$650,966,074. Table 9 displays the allocation of the FY 2003 Bus and Bus-Related funds by State and project. The FY 2003 Conference Report accompanying the FY 2003 DOT Appropriations Act allocated all of the FY 2003 Bus and Bus-Related funds to specified States or localities for bus and bus-related projects. FTA will fund all designations that comply with the statutory requirements for the program.

Prior year unobligated balances for Bus and Bus-Related allocations in the amount of \$515,023,153 remain available for obligation in FY 2003. This includes \$503,518,819 in fiscal years 2001 and 2002 unobligated allocations, and \$11,504,334 for fiscal years 1998, 1999 and 2000 unobligated allocations extended in the FY 2003 Conference Report. These unobligated amounts are displayed in Table 9A.

Capital Investment Program funds for Bus and Bus-Related projects identified as having been extended in the Conference Report accompanying the FY 2003 DOT Appropriations Act will lapse September 30, 2003. A list of the extended projects and the amount that remains unobligated as of September 30, 2002, is appended to Table 9A for ready reference.

In addition, FY 2003 Conference Report provides clarifications for Bus and Bus-Related projects as follows:

(1) Funding provided to Beville State Community College may also be made available to Jasper, Alabama.

(2) Within the funding provided in FY 2003 to the State of Illinois, \$1,000,000 shall be for the refurbishment of the Dan Ryan station.

(3) The conference agreement provides \$7,500,000 to Kentucky for bus and bus facilities needs statewide. Of this funding, \$4,000,000 shall be provided to southern and eastern Kentucky. The remainder shall be allocated to: Bluegrass Community Action Services, City of Frankfort, Kentucky Foothills Development Council, Community Action Council of Fayette/Lexington, Lexington Red Cross, East Kentucky Independent Service Organization, and Lexington Transit Authority.

(4) Within the funding provided for the state of Michigan, the state should strongly consider requests from Alger County, Charlevoix County, Delta Area Transit Authority, Houghton, Ontonogan County, City of Sault Ste. Marie, and Schoolcraft County.

(5) Within the funds provided for the state of Ohio, the state should strongly consider requests from Kent, and the East Side transit center.

(6) Funding provided for the Sierra Madre Villa intermodal center in fiscal year 2002 shall also be made available to the Los Angeles County Metropolitan Transportation Authority (LACMTA) for bus and bus related facilities in the LACMTA's service area.

(7) Funds provided in fiscal year 2002 for the Fort Worth intermodal center park and ride facility shall be used to facilitate the finish out the intermodal connections into downtown Fort Worth and to enhance the linkage of the TRE with the T's bus operation and park and ride elements occurring at two sites: the ITC (and geographically related areas like the 7th Street parking lot and Alarm Supply Building) and a larger facility at the Texas and Pacific Station.

(8) Funding provided for Wyandotte County buses and Kansas City joblinks in fiscal year 2001 shall be made available to the Unified Government of Wyandotte County/Kansas City.

(9) Funds provided in fiscal year 2001 for Louisiana's Plaquemines Parish Ferry shall also be made available to the New Orleans Regional Planning Commission for vans, buses and related facility construction in Plaquemines, St. Bernard, St. John and St. Charles parishes.

(10) Funds made available in fiscal year 2001 for the Tompkins County intermodal facility shall also be made available for the Ulster County, New York rural bus garage.

(11) Funding provided for the Swampscott buses in fiscal year 2000 may also be available to Lynnfield, Massachusetts to replace buses.

(12) Funds made available in fiscal year 2000 to the Ithaca intermodal transportation center shall also be made

available for the Binghamton intermodal transportation center.

#### **X. Job Access and Reverse Commute Program**

The FY 2003 DOT Appropriations Act provides \$104,317,500, for the Job Access and Reverse Commute (JARC) Program after the transfer of \$45 million from JARC to the Capital Investment Program (New Starts) as stipulated in the FY 2003 DOT Appropriations Act and the accompanying Conference Report, and the application of the across-the-board .65 percent reduction. JARC project funding will be published separately from this notice.

The JARC program, established under TEA-21, provides funding for the provision of transportation services designed to increase access to jobs and employment-related activities. Job Access projects are those that transport welfare recipients and low-income individuals, including economically disadvantaged persons with disabilities, in urban, suburban, or rural areas to and from jobs and activities related to their employment. Reverse Commute projects provide transportation services for the general public from urban, suburban, and rural areas to suburban employment opportunities. A total of up to \$10,000,000 from the appropriation may be used for Reverse Commute Projects.

#### **XI. Over-the-Road Bus Accessibility Program**

The amount made available for the Over-the-Road Bus Accessibility (OTRB) Program by the FY 2003 DOT Appropriations Act is \$6,904,825, after application of the across-the-board .65 percent reduction. Of this amount, \$5,215,875 is available to providers of intercity fixed-route service, and \$1,688,950 is available to other providers of over-the-road bus services, including local fixed-route service, commuter service, and charter and tour service.

The OTRB program authorizes FTA to make grants to operators of over-the-road buses to help finance the incremental capital and training costs of complying with the DOT over-the-road bus accessibility final rule, published on September 28, 1998 (63 FR 51670). Funds will be provided at 90 percent Federal share. FTA conducts a national solicitation of applications and grantees are selected on a competitive basis.

A **Federal Register** Notice providing program guidance and application procedures for FY 2003 was published in the **Federal Register** on February 7, 2003. Applications are due by March 28, 2003.