

a letter Report to Congress signed May 17, 2000.

*(Report to Congress.)* The Appropriations Conferees included in their report on the FY 2003 DOT Appropriations Act a requirement for a second review of the costs and benefits of PTC. FRA will request the RSAC to comment on the draft report when available.

*(Regulatory development.)* The Standards Task Force, formed to develop PTC standards assisted in developing draft recommendations for performance-based standards for processor-based signal and train control systems. The NPRM was approved by consensus at the full RSAC meeting held on September 14, 2000. The NPRM was published in the **Federal Register** on August 10, 2001. A meeting of the Working Group was held December 4–6, 2001, in San Antonio, Texas to formulate recommendations for resolution of issues raised in the public comments. Agreement was reached on most issues raised in the comments. A meeting was held May 14–15, 2002, in Colorado Springs, Colorado at which the working group approved creation of teams to further explore issues related to the “base case” issue. Briefing of the full RSAC on the “base case” issue was completed on May 29, 2002, and consultations continue within the working group. The full Working Group met October 22–23, 2002, and again March 4–6, 2003. The Risk2 Team is meeting to develop a resolution to the base case issue; and the Accident Review Team is meeting to update the review of preventable accidents. The next full Working Group meeting is July 8–9, 2003.

*(Other program development activities.)* Task forces on Human Factors and the Axiomatic Safety-Critical Assessment Process (risk assessment) continue to work toward development of a risk assessment toolkit, and the Working Group continues to meet to monitor the implementation of PTC and related projects. Contact: Grady Cothen (202) 493–6302.

*Task 97–7—(Completed) Determining damages qualifying an event as a reportable train accident.* This Task was accepted on September 30, 1997, and a group was formed to address this task. A statistical analysis, using the survey data about damages to railroad equipment, was done to see if the method could be used to calculate property damages. After reviewing the options, the Working Group agreed to terminate action on this task. The Working Group reviewed a draft close-out report which was approved by the

full RSAC on February 13, 2002, terminating this task.

*Task 00–1—Determining the need to amend regulations protecting persons who work on, under, or between rolling equipment and persons applying, removing or inspecting rear end marking devices (Blue Signal Protection).* The working group held its first meeting on October 16–18, 2000, and six meetings have been held since then. The Working Group has reached tentative consensus on several issues. FRA is preparing documents and planning a meeting in an effort to assist in moving toward resolution of several remaining issues. Contact: Doug Taylor (202) 493–6255.

*Task 01–1—(Completed) Developing conformity of FRA’s regulations for accident/incident reporting (49 CFR part 225) to revised regulations of the Occupational Safety and Health Administration (OSHA), U.S. Department of Labor, and to make appropriate revisions to the FRA Guide for Preparing Accident/Incident Reports (Reporting Guide).* The Final Rule was published March 3, 2003 (68 FR 10108), and will become effective May 1, 2003.

*Task 03–01—(Proposed) Amendments to the Passenger Equipment Safety Standards (49 CFR part 238) and the Passenger Train Emergency Preparedness (49 CFR part 239).* FRA announces its intent that any further amendments to the Passenger Equipment Safety Standards (49 CFR part 238) and the Passenger Train Emergency Preparedness (49 CFR part 239) regulations be made under the auspices of the RSAC. Both rules arose from rulemakings FRA initiated pursuant to the Federal Railroad Safety Authorization Act of 1994 (the Act). See Pub. L. 103–440, 108 Stat. 4619, 4623–4624, November 2, 1994). The Act mandated the establishment of minimum standards for the safety of cars used by railroad carriers to transport passengers, taking into account the (i) crashworthiness of the cars, (ii) safety of interior features, (iii) maintenance and inspection of the cars, (iv) emergency response procedures and equipment, (v) and any operating rules and conditions directly affecting safety not otherwise governed by regulations. See 49 U.S.C. 20133. Pursuant to the Act, FRA published the Passenger Train Emergency Preparedness final rule on May 4, 1998. See 63 FR 24630. Thereafter, FRA published the Passenger Equipment Safety Standards final rule on May 12, 1999 (see 64 FR 25540), and subsequently amended the regulation three times in response to petitions for reconsideration (see 65 FR 41284, July 3, 2000; 67 FR 19970, April

23, 2002; and 67 FR 42892; June 25, 2002).

With publication of these regulations, FRA believes it has complied with the statutory mandate to establish minimum standards for the safety of cars used by railroad carriers to transport passengers. These regulations constitute a comprehensive set of standards that address both the safety concerns expressly identified in the statute and others affecting passenger and employee safety. FRA recognizes that these regulations can be refined and improved, especially to take advantage of advancing technologies. FRA intends that further amendments to the Passenger Equipment Safety Standards and the Passenger Train Emergency Preparedness regulations be made under the auspices of RSAC. Both regulations benefitted from consultations with working groups specially authorized by the Act to assist FRA in their development. FRA desires that that consultative process continue through RSAC to assist FRA in making any necessary amendments to the regulations. FRA will request the establishment of a new Passenger Safety Working Group to assist in providing overall direction for this effort. Contact: Grady Cothen (202) 493–6302.

Please refer to the notice published in the **Federal Register** on March 11, 1996 (61 FR 9740), for more information about the RSAC.

Issued in Washington, DC on May 5, 2003.

**George A. Gavalla,**

*Associate Administrator for Safety.*

[FR Doc. 03–11777 Filed 5–12–03; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### FTA Fiscal Year 2003 Apportionments, Allocations and Program Information; Notice of Supplemental Information, Changes, and Corrections

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice; supplemental information, changes, and corrections.

**SUPPLEMENTARY INFORMATION:** The “Emergency Wartime Supplemental Appropriations Act, 2003” (Pub. L. 108–11) was signed by President Bush on April 16, 2003. The Act contains four general provisions that affect the Federal Transit Administration (FTA) Fiscal Year (FY) 2003 appropriations and programs. This notice identifies these provisions and also notes corrections to the FTA Notice entitled

“FTA Fiscal Year 2003 Apportionments, Allocations and Program Information; Notice,” published in the **Federal Register** on March 12, 2003.

**FOR FURTHER INFORMATION CONTACT:** The appropriate FTA Regional Administrator or Mary Martha Churchman, Director, Office of Resource Management and State Programs, (202) 366-2053.

**I. FTA FY 2003 Job Access and Reverse Commute Program Allocations**

In the **Federal Register** Notice of FTA Fiscal Year 2003 Apportionments, Allocations and Program Information, published March 12, 2003, FTA noted that project selections for the Job Access and Reverse Commute program would be published separately.

Of the \$150,000,000 made available for the Job Access and Reverse Commute (JARC) program by Public Law 108-7, the Department of Transportation (DOT) and Related Agencies Appropriations Act for Fiscal Year 2003, (FY 2003 DOT Appropriations Act) Congress directed that \$45,000,000 be used for new fixed guideway systems under FTA’s Capital

Investment Grants program, leaving \$105,000,000 for the JARC program. Section 601 of Title VI of the Consolidated Appropriations Resolution, 2003, requires an across-the-board .65 percent reduction proportionately applied to the discretionary budget authority and obligation limitation, and to each program, project and activity. When the .65 percent is taken from \$105,000,000, a total of \$104,317,500 remains available for JARC projects. The FY 2003 DOT Appropriations Act also permitted FTA to make up to \$300,000 available for technical assistance and support and performance reviews of the JARC program. FTA reduced this amount by .65 percent and reserved \$298,050 for program evaluation. Of the total \$104,317,500 FY 2003 JARC funding, \$104,019,450 remains available for allocation to projects. Congress designated projects totaling \$104,999,000 in the Conference report accompanying the FY 2003 DOT Appropriations Act.

Section 2706(a) of Title II, Chapter 7 of Public Law 108-11, the Emergency Wartime Supplemental Appropriations

Act, 2003, states, “projects and activities on pages 1303 through 1307 (of the Joint Explanatory Statement of the Committee of Conference for Public Law 108-7) shall be awarded those grants upon receipt of an application.” To apply for JARC funds, all applicants must submit an application through FTA’s electronic grant-making system, TEAM, for projects that meet JARC program requirements as set forth in Part II of the solicitation notice for fiscal years 2002 and 2003, published in the **Federal Register** on April 8, 2002. Applicants should contact the appropriate regional offices for assistance with project development and grant application procedures. A list of all FTA regional offices is included at Appendix B of the April 8 **Federal Register** notice. This notice can be found at: [<http://www.fta.dot.gov/library/legal/federalregister/2002/fr4802a.pdf>]

The table below provides the amount available for each project after subtraction of the funds for technical assistance and performance review and the across-the-board .65 percent reduction proportionately applied to all JARC projects.

FEDERAL TRANSIT ADMINISTRATION  
[FY 2003 job access and reverse commute program allocations]

State	Project and description	Allocation
AK	Alaska Mobility Coalition	\$495,335
AK	Kenai Peninsula Transit Planning	495,335
AK	MASCOT Matanuska-Susitna Valley	198,134
AL	Jefferson County	2,972,013
AZ	AJO to Phoenix Rural Express Bus Service	198,134
AZ	Maricopa County Worklinks Project	247,668
AZ	Southwest Transit Assessment & Review Team Bus Route 131	297,201
AZ	Valley Metro (RPTA), City of Phoenix	1,089,738
CA	AC Transit—CalWORKS	1,981,342
CA	County of Santa Clara Guaranteed Ride Home Program	495,335
CA	East Palo Alto Shuttle Service	693,470
CA	LA County UTRANS	495,335
CA	Los Angeles County; MTA Ride Share Program	866,837
CA	Low-Income LIFT Program SF MTC	990,671
CA	SACOG Sacramento Region	743,003
CA	Sacramento Area	1,486,006
CA	Southern California Regional Rail Authority, Metrolink Double Tracking	990,671
CO	Colorado Statewide—Colorado Association of Transit Agencies (CASA)	792,537
CT	Connecticut Statewide	3,467,348
DC	Georgetown Metro Connection—Washington, DC	1,089,738
DC	WMATA (DC, Maryland, and Virginia)	2,105,176
DE	Delaware Welfare to Work Initiative	743,003
FL	HART Access to Jobs Program	693,470
FL	Jacksonville Trans. Authority Choice Ride Program	1,609,840
FL	Key West	990,671
FL	LYNX Central Florida Regional	198,134
GA	Chatham	433,914
GA	Macon—Bibb County Reverse Commute Program	767,770
IA	Iowa Statewide	990,671
IL	DuPage County Coordinated Paratransit Program	495,335
IL	Illinois Ways to Work	495,335
IL	Rock Island County Mass Transit District (MetroLink)	178,321
IL	Ways-to-Work—IL—MO	990,671
IN	Fort Wayne’s Hanna Creighton Transit Center	743,003
IN	IndyGo Service	990,671
KS	KW Paratransit Vehicle	29,720

FEDERAL TRANSIT ADMINISTRATION—Continued  
[FY 2003 job access and reverse commute program allocations]

State	Project and description	Allocation
KS .....	Mid America Regional Council (MARC) .....	495,335
KS .....	Wyandotte County .....	1,139,271
LA .....	Lafayette Ways to Work Program .....	99,067
MA .....	Brockton Area Transit Authority .....	222,901
MA .....	Community Transportation Association of America .....	990,671
MA .....	Northern Tier Dial-A-Ride .....	396,268
MA .....	Transportation Services of Northern Berkshire, Inc. ....	396,268
MD .....	Maryland Statewide (Montgomery County, \$600,000) .....	4,953,354
MI .....	Flint Mass Transportation Authority .....	1,040,204
MI .....	Grands Rapids/Kent County Job Access Plan .....	929,249
MN .....	Minneapolis/St. Paul, Met Council .....	990,671
MO .....	Metrolink Corridor Access to Jobs .....	2,972,013
MO .....	Metropolitan Kansas City Job Access Partnership .....	990,671
MO .....	Missouri Statewide .....	1,386,939
MO .....	Ways to Work Missouri .....	222,901
NC .....	Community Transportation Association of America's Joblinks Employment Transportation Initiative .....	990,671
NC .....	Wake County Coordinated Transportation System .....	767,770
NH .....	Lancaster—Littleton Transit Project .....	49,534
NJ .....	New Jersey Statewide .....	4,953,354
NY .....	Broome County Transit—Binghamton, NY .....	247,668
NY .....	Capital District Transportation Authority Albany .....	272,434
NY .....	Central NY Regional Transportation Authority .....	495,335
NY .....	Chautauqua Area Rural Transportation System .....	49,534
NY .....	Chemung County transit .....	74,300
NY .....	Columbia County .....	99,067
NY .....	Franklin County Expansion of Hour Service .....	74,300
NY .....	Hornell Trans. Alternatives for NY .....	49,534
NY .....	Ithaca Service .....	74,300
NY .....	MTA—Long Island Bus .....	247,668
NY .....	New York State DOT .....	495,335
NY .....	Orange County .....	99,067
NY .....	Rochester-Genesee Regional Transportation Authority (RGRTA) .....	594,403
NY .....	Tompkins Consolidated Area Transit, Tompkins County .....	297,201
OH .....	Central Ohio Transit Authority (COTA)—Mobility Management .....	594,403
OH .....	Greater Cleveland Regional Transit Authority .....	495,335
OH .....	Northwest Ohio Commuter LINK Toledo .....	371,502
OH .....	STEP-UP Job Access Project Dayton .....	123,834
OK .....	Oklahoma Transit Association .....	4,953,354
OR .....	Jackson-Josephine County .....	198,134
OR .....	Oregon Ways to Work Loan Program .....	247,668
OR .....	Portland Metropolitan Region .....	2,129,942
OR .....	Salem Area Transit .....	495,335
PA .....	Port Authority of Allegheny County Access to Jobs .....	3,962,683
PA .....	SEPTA .....	5,518,041
RI .....	Rhode Island Deployment of Flexible Services .....	743,003
RI .....	Rhode Island Public Transit .....	1,981,342
TN .....	Chattanooga .....	495,335
TN .....	Knoxville .....	743,003
TN .....	State of Tennessee .....	1,486,006
TX .....	Abilene Citylink Program .....	99,067
TX .....	Austin Capital Metros Access .....	2,476,677
TX .....	Citibus, Lubbock .....	227,854
TX .....	Corpus Christi .....	1,213,572
TX .....	East Texas Just Transportation Alliance (ETJTA): Tyler Transit .....	198,134
TX .....	El Paso .....	247,668
TX .....	Galveston .....	594,403
TX .....	San Antonio Access to Jobs Program .....	1,077,850
VA .....	City of Charlottesville .....	371,502
VA .....	Fairfax County, Short-Term Transit Improvements .....	1,585,073
VA .....	Virginia Regional Transportation Association, Route 7 Service/Dulles Corridor .....	198,134
VA .....	Community Transportation Association of America .....	148,601
WA .....	WA WorkFirst Initiative .....	4,705,687
WA .....	Ways to Work—EPIC Yakima .....	495,335
WI .....	Wisconsin Statewide .....	5,151,488
WV .....	West Virginia Statewide .....	990,671
	<b>Total Allocations .....</b>	<b>104,019,450</b>

## II. FY 2003 Operating Assistance for Eligible 1990 Census Nonurbanized Areas

Section 2707 of Title II, Chapter 7 of Public Law 108–11 states: “Notwithstanding any other provision of law, funds made available under the heading “Federal Transit Administration Formula Grants” for fiscal year 2003 shall be available to finance the operating cost of equipment and facilities for use in public transportation in an urbanized area with a population of at least 200,000 as determined under the 2000 Federal decennial census of population for a portion of the area that was not designated as an urbanized area as determined under the 1990 Federal decennial census of population if that portion of the area received assistance under section 5311 of title 49, United States Code.”

A grant applicant for an area eligible to receive operating assistance under this provision that wants to make use of this provision must so state in the grant application. The application must identify the previously nonurbanized portion of the urbanized area that qualifies (*i.e.*, that portion of the area that was not designated as urbanized under the 1990 census and received assistance under section 5311). Please contact the appropriate FTA regional office for additional information or guidance if you intend to make use of this provision.

## III. Section 336 of FY 2003 DOT Appropriations Act Amended

Section 336 of FY 2003 DOT Appropriations Act directed that the city of Norman, OK shall be considered part of the Oklahoma City Transportation Management Area. Section 2701 of Title II, Chapter 7 of Public Law 108–11 amends Section 336 of the FY 2003 DOT Appropriations Act by striking “Transportation Management” and inserting “Urbanized” in lieu thereof. In the table on page 11911 of the FTA Fiscal Year 2003 Apportionments, Allocations and Program Information, Notice, published March 12, 2003, the reference to Oklahoma City, OK and Norman, Oklahoma are no longer appropriate and should be deleted.

## IV. Section 626 of Title VI, Public Law 108–7 Amended

Section 626 of Title VI, Public Law 108–7 provides that “Any amounts previously appropriated for the Port of Anchorage for an intermodal marine facility and access thereto shall be transferred to and administered by the

Administrator for Maritime Administration \* \* \*.” Section 2709 of Title II, Chapter 7 of Public Law 108–11 amends Section 626 by striking ‘previously.’ Accordingly, FY 2002 and FY 2003 Section 5309 Bus and Bus-Related allocations for the Port of Anchorage Intermodal Facility project will be transferred to the Maritime Administration.

## V. Corrections

In the table on page 11911 of the FTA Fiscal Year 2003 Apportionments, Allocations and Program Information, Notice, published March 12, 2003, the following corrections are noted to information in the “Designated TMA” column: “Philadelphia, PA–NJ–DENJ–MD” should read “Philadelphia, PA–NJ–DE–MD”; and “Washington, DCNJ–VANJ–MD” should read “Washington, DC–VA–MD”.

Issued on: May 2, 2003.

**Jennifer L. Dorn,**  
*Administrator.*

[FR Doc. 03–11778 Filed 5–12–03; 8:45 am]

**BILLING CODE 4910–57–U**

## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration (RSPA)

[Docket No. RSPA–98–4470]

### Pipeline Safety: Meetings of the Pipeline Safety Advisory Committee

**AGENCY:** Office of Pipeline Safety, Research and Special Programs Administration, DOT.

**ACTION:** Notice, correction.

**SUMMARY:** In the **Federal Register** Notice of May 1, 2003, (68 FR 23357) the Research and Special Programs Administration’s Office of Pipeline Safety (OPS) published a notice document regarding a meeting of the Technical Pipeline Safety Standards Committee. The **DATES** section of this notice should be corrected to read as follows:

**DATES:** The meetings will be held on Wednesday, May 28 from 1:30 p.m. to 5 p.m., Thursday, May 29 from 9 a.m. to 5 p.m., and Friday, May 30 from 9 a.m. to 4 p.m.

**EFFECTIVE DATE:** This correction takes effect May 1, 2003.

**FOR FURTHER INFORMATION CONTACT:** Cheryl Whetsel, OPS, (202) 366–4431, or Richard Huriaux, OPS, (202) 366–4565.

Issued in Washington, DC on May 6, 2003.

**Stacey L. Gerard,**

*Associate Administrator for Pipeline Safety.*  
[FR Doc. 03–11779 Filed 5–12–03; 8:45 am]

**BILLING CODE 4910–60–U**

## DEPARTMENT OF VETERANS AFFAIRS

### Professional Certification and Licensure Advisory Committee Notice of Meeting

The Department of Veterans Affairs (VA) gives notice under Public Law 92–463 (Federal Advisory Committee Act) that the Professional Certification and Licensure Advisory Committee has scheduled a meeting on Wednesday, June 11, 2003, at the Department of Veterans Affairs, Veterans Benefits Administration Education Conference Room 601V, 1800 G Street, NW., Washington, DC, from 8:30 a.m. to 4 p.m. The meeting is open to the public.

The purpose of the Committee is to advise the Secretary of Veterans Affairs on the requirements of organizations or entities offering licensing and certification tests to individuals for which payment for such tests may be made under Chapters 30, 32, 34, or 35 of Title 38, United States Code.

The meeting will begin with opening remarks and an overview by Ms. Sandra Winborne, Committee Chair. During the morning session, the Committee will receive a presentation on licensure and certification usage, and a progress report on improvements to the Licensing and Certification Approval System (LACAS). The afternoon session will include discussion on any old or new business.

Interested person may file statements with the Committee, in written form, before the meeting or within 10 days after the meeting to Mr. Giles Larrabee, Designated Federal Officer, Department of Veterans Affairs, Veterans Benefits Administration (225B), 810 Vermont Avenue, NW., Washington, DC. Oral statements from the public will be heard at 1 p.m. Any member of the public wishing to attend the meeting should contact Mr. Giles Larrabee or Mr. Michael Yunker at (202) 273–7187.

Dated: April 6, 2003.

By Direction of the Secretary:

**E. Philip Riggan,**

*Committee Management Officer.*

[FR Doc. 03–11846 Filed 5–12–03; 8:45 am]

**BILLING CODE 8320–01–M**