

mobility options throughout the Silicon Valley. For example, residents could travel to south San Jose, downtown San Jose, and to the cities of Santa Clara, Sunnyvale, and Mountain View via the Guadalupe, Tasman, and Capitol LRT lines. Linkages to the Caltrain commuter rail line, which provides service to San Francisco and to communities along the Peninsula, may also be accessed at intermodal connections throughout the system.

The project would also alleviate heavy traffic congestion in the Interstate 680 and U.S. 101 corridors and on major arterials; reduce the circulation impacts of increased peak-hour traffic; improve regional air quality by reducing automobile emissions; improve mobility options to employment, education, medical, and retail centers for corridor residents, in particular low-income, youth, elderly, disabled, and ethnic minority populations; and support local economic and land development goals.

III. Alternatives

The Capitol Expressway Light Rail Project is examining alternatives to be carried forward into the environmental analysis process. The No-Action Alternative will consist of the existing conditions, in accordance with both NEPA and CEQA requirements. The Build or LRT Alternative is the Capitol Expressway LRT Project.

The proposed alignment of the LRT project begins at the end of the Capitol [Avenue] LRT line, currently under construction. Starting on Capitol Avenue, at the intersection of Capitol and Wilbur Avenues in east San Jose, the LRT would transition to operate in the median of Capitol Expressway, at grade in an exclusive right-of-way with some potential for grade separation at locations to be determined during conceptual engineering. The line would extend to the Eastridge Mall area as the terminus of the first phase. The next phase(s) would continue along Capitol Expressway to the Capitol Station on the Guadalupe LRT line. In this portion of the alignment, the roadway would need to be widened to accommodate the LRT median. Along the alignment, nine conceptual station locations have been identified. More precise station locations and alignment options will be developed during preparation of the Draft EIS/EIR.

The EIS/EIR will also address any additional alternatives identified in the scoping process.

IV. Probable Effects

The purpose of the EIS/EIR is to fully disclose the environmental consequences of building and operating

the Capitol Expressway LRT Project in advance of any decisions to commit substantial financial or other resources towards its implementation. The EIS/EIR will explore the extent to which project alternatives and design options result in environmental impacts and will discuss actions to reduce or eliminate such impacts.

Environmental issues to be examined in the EIS/EIR include: changes in the physical environment (natural resources, air quality, noise, water quality, geology, visual); changes in the social environment (land use, business and neighborhood disruptions); changes in traffic and pedestrian circulation; changes in transit service and patronage; associated changes in traffic congestion; and impacts on parklands and historic resources. Impacts will be identified both for the construction period and for the long-term operation of the alternatives. The proposed evaluation criteria include transportation, environmental, social, economic, and financial measures, as required by current federal (NEPA) and state (CEQA) environmental laws and current Council on Environmental Quality and FTA guidelines.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS/EIR should be directed to VTA as noted above.

V. FTA Procedures

The EIS/EIR for the Capitol Expressway LRT Project will be prepared simultaneously with conceptual engineering for station and alignment options. The EIS/EIR/conceptual engineering process will address the potential use of federal funds for the proposed project, as well as assess the social, economic, and environmental impacts of station and alignment alternatives. Station designs and alignment alternatives will be refined to minimize and mitigate any adverse impacts identified.

After publication, the Draft EIS/EIR will be available for public and agency review and comment, and a public hearing will be held. Based on the Draft EIS/EIR and comments received, VTA will select a preferred alternative, which will be described in full detail in the Final EIS/EIR.

Issued on: September 14, 2001.

F. James Kenna,

Deputy Regional Administrator.

[FR Doc. 01-23318 Filed 9-17-01; 8:45 am]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Over-the-road Bus Accessibility Program Announcement of Project Selection

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice.

SUMMARY: The U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) announces the Fiscal Year 2001 selection of projects to be funded under the Over-the-road Bus (OTRB) Accessibility Program, authorized by Section 3038 of the Transportation Equity Act for the 21st Century (TEA-21). The OTRB Accessibility Program makes funds available to private operators of over-the-road buses to help finance the incremental capital and training costs of complying with DOT's over-the-road bus accessibility rule, published in a **Federal Register** notice on September 24, 1998.

FOR FURTHER INFORMATION CONTACT: The appropriate FTA Regional Administrator for grant-specific issues; or Sue Masselink, Office of Program Management, 202-366-2053 for general information about the OTRB Accessibility Program.

SUPPLEMENTARY INFORMATION: In fiscal year 2001, a total of \$4.7 million was available for allocation: \$3 million for intercity fixed-route providers and \$1.7 million for all other providers, such as commuter, charter, and tour operator. A total of 84 applicants requested \$15.1 million: \$8.2 million was requested by intercity fixed-route providers, and \$6.9 million was requested by all other providers. Project selections were made on a discretionary basis, based on each applicant's responsiveness to statutory project selection criteria, fleet size, and level of funding received in previous years. Because of the high demand for the funds available, most applicants received less funding than they requested, although with the exception of some applicants that received funding in previous years, all qualified applicants received some funding. Each of the following 61 awardees, as well as the 23 applicants who were not selected for funding, will receive a letter that explains how funding decisions were made.

| Operator | Award amounts | | |
|---|-----------------------|----------|-----------|
| | Intercity fixed-route | Other | Total |
| Region I: | | | |
| Brunswick Transportation Co., Inc., South Portland, ME | \$0 | \$44,800 | \$44,800 |
| Wilson Bus Lines, Inc., Cambridge, MA | 24,107 | 0 | 24,107 |
| VIP Charter and Tour, Portland, ME | 0 | 18,156 | 18,156 |
| Concord Coach Lines, Inc., Concord, NH | 61,242 | 0 | 61,242 |
| DATTCO, Inc., New Britain, CT | 91,292 | 35,800 | 127,092 |
| Ritchie Bus Lines, Inc., Northboro, MA | 0 | 19,700 | 19,700 |
| Peter Pan Bus Lines, Inc., Springfield, MA | 216,257 | 0 | 216,257 |
| Pawtuxet Valley Bus, Inc., West Warwick, RI | 0 | 57,600 | 57,600 |
| The Arrow Line, Inc. (Coach USA), East Hartford, CT | 0 | 11,400 | 11,400 |
| Coach USA/Mini Coach of Boston, Chelsea, MA | 0 | 39,600 | 39,600 |
| Conway's Bus Service, Inc. (Gray Line), Cumberland, RI | 0 | 41,800 | 41,800 |
| Bonanza Bus Lines, Providence, RI | 84,044 | 0 | 84,044 |
| Region II: | | | |
| Swarthout Coaches, Inc., Ithaca, NY | 0 | 24,100 | 24,100 |
| Academy Express, LLC, Hoboken, NJ | 358,203 | 38,000 | 396,203 |
| Adirondack Transit Lines, Inc., Kingston, NY | 135,000 | 0 | 135,000 |
| Brown Coach, Inc., Fonda, NY | 0 | 36,300 | 36,300 |
| Hampton Jitney, Inc., Southampton, NY | 0 | 34,400 | 34,400 |
| Hudson Transit Lines, Inc. (Shortline), Mahwa, NJ | 0 | 189,000 | 189,000 |
| Region III: | | | |
| Spirit Tours, LLC, Glen Allen, VA | 0 | 27,000 | 27,000 |
| James River Bus Lines, Richmond, VA | 0 | 30,240 | 30,240 |
| Sheraton Bus Services, Inc., Wyalusing, PA | 0 | 30,975 | 30,975 |
| Travel Mates of Virginia, Inc., Harrisonburg, VA | 0 | 24,300 | 24,300 |
| Capitol Trailways (Capitol Bus Company), Harrisburg, PA | 0 | 34,500 | 34,500 |
| Susquehanna Transit Company, Avis, PA | 0 | 25,200 | 25,200 |
| Eyre Bus Services, Inc., Glenelg, MD | 0 | 33,100 | 33,100 |
| Dillon's Bus Service, Inc., Millersville, MD | 0 | 92,700 | 92,700 |
| Rill's Bus Service, Inc., Westminster, MD | 0 | 29,700 | 29,700 |
| Anderson Coach & Tour, Greenville, PA | 0 | 67,100 | 67,100 |
| Lenzer Tour and Travel, Sewickley, PA | 0 | 42,700 | 42,700 |
| Fullington Auto Bus Company, Clearfield, PA | 109,523 | 0 | 109,523 |
| Butler Motor Transit, Inc., Butler, PA | 0 | 6,300 | 6,300 |
| Fantasy Land Cruises, Inc., Duncansville, PA | 0 | 30,600 | 30,600 |
| Lodestar Bus Lines, Inc., Johnstown, PA | 0 | 28,000 | 28,000 |
| Region IV: | | | |
| Spirit Coach, LLCC, Huntsville, AL | 0 | 27,000 | 27,000 |
| GDA Motor Coach, Inc., Conyers, GA | 0 | 25,200 | 25,200 |
| Americoach Tours, Inc. (Gray Lines), Memphis TN | 0 | 52,100 | 52,100 |
| Colonial Trailways, Mobile, AL | 4,500 | 0 | 4,500 |
| Good Time Tours, Pensacola, FL | 0 | 1,800 | 1,800 |
| Region V: | | | |
| Peoria Charter Coach Company, Peoria, IL | 53,684 | 0 | 53,684 |
| Turner Coaches, Inc., Terre Haute, IN | 0 | 24,300 | 24,300 |
| Wisconsin Coach Lines, Inc., Waukesha, WI | 33,750 | 2,200 | 35,950 |
| Colonial Coach Lines, Inc., Des Plaines, IL | 0 | 41,800 | 41,800 |
| Pioneer Coach Lines, Inc., Chicago, IL | 0 | 40,700 | 40,700 |
| Lakefront Lines, Inc., Cleveland, OH | 58,124 | 0 | 58,124 |
| Van Galder, Janesville, WI | 38,000 | 0 | 38,000 |
| Region VI: | | | |
| Greyhound Lines, Inc., Dallas, TX | 1,269,000 | 0 | 1,269,000 |
| Fun Time Tours, Inc., Corpus Christi, TX | 0 | 36,600 | 36,600 |
| Gulf Coast Transportation, Inc. (GCTI), Houston, TX | 0 | 94,400 | 94,400 |
| Vaught Charters/Coach USA, Grand Prairie, TX | 0 | 30,600 | 30,600 |
| Kerrville Bus Company/Coach USA, San Antonio, TX | 114,120 | 78,100 | 192,220 |
| El Expreso Bus Company, Houston, TX | 45,000 | 0 | 45,000 |
| Red Carpet Charters, Oklahoma City, OK | 0 | 45,800 | 45,800 |
| Region VII: | | | |
| Burlington Trailways, West Burlington, IA | 0 | 27,600 | 27,600 |
| Arrow Stage Coach Lines, Omaha, NE | 0 | 92,800 | 92,800 |
| Region VIII: | | | |
| Ramblin Express Inc., Colorado Springs, CO | 0 | 24,100 | 24,100 |
| Salt Lake Coaches, Inc., Salt Lake City, UT | 0 | 35,500 | 35,500 |
| Region IX: | | | |
| VIA Adventures, Inc., Merced, CA | 17,977 | 0 | 17,977 |
| KT Contract Services, North Las Vegas, NV | 21,000 | 42,000 | 63,000 |
| Golden State Coaches, Carson City, NV | 22,500 | 0 | 22,500 |
| Grosvenor Bus Lines, San Francisco, CA | 0 | 37,500 | 37,500 |
| B & G Promotions, Inc., Pismo Beach, CA | 30,362 | 0 | 30,362 |
| AmericanStar Tours, Pismo Beach, CA | 22,608 | 0 | 22,608 |

| Operator | Award amounts | | |
|--|-----------------------|-----------|-----------|
| | Intercity fixed-route | Other | Total |
| Roberts Tours & Transportation, Inc., Honolulu, HI | 0 | 50,400 | 50,400 |
| Region X: None Selected | 0 | 0 | 0 |
| Total | 2,999,242 | 1,719,040 | 4,718,282 |

¹ \$19,250 was carried over from withdrawn FY 2000 projects.

Eligible project costs may be incurred by awardees prior to final grant approval. The incremental capital cost for adding wheelchair lift equipment to any new vehicles delivered on or after June 9, 1998, the effective date of TEA-21, is eligible for funding under the OTRB Accessibility Program.

Applicants selected for funding may be contacted by FTA regional offices if any additional information is needed before grants are made. The grant applications will be sent to the U.S. Department of Labor (DOL) for certification under the labor protection requirements pursuant to 49 U.S.C. 5333(b). After referring applications to affected employees represented by a labor organization, DOL will issue a certification to FTA. The terms and conditions of the certification will be incorporated in the FTA grant agreement under the new guidelines replacing those in 29 CFR part 215. Please see Amendment to Section 5333(b), Guidelines to Carry Out New Programs Authorized by the Transportation Equity Act for the 21st Century (TEA-21); Final Rule (64 FR 40990, July 28, 1999).

Issued on September 13, 2001.

Jennifer L. Dorn,

Administrator.

[FR Doc. 01-23258 Filed 9-17-01; 8:45 am]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD-2001-10630]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel THREE D.

SUMMARY: As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized

to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before October 18, 2001.

ADDRESSES: Comments should refer to docket number MARAD-2001-10630. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

SUPPLEMENTARY INFORMATION: Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR § 1.66, Delegations to the Maritime Administrator, as amended. By this

notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD'S regulations at 46 CFR Part 388.

Vessel Proposed for Waiver of the U.S.-build Requirement

(1) Name of vessel and owner for which waiver is requested.

Name of vessel: THREE D. *Owner:* Michael and Chanda Wall.

(2) Size, capacity and tonnage of vessel. *According to the applicant:* "28 ft 6 in, 11,000 lbs."

(3) Intended use for vessel, including geographic region of intended operation and trade. *According to the applicant:* " * * * charter fishing boat, with a six pack captain's license, home port of St. Petersburg, Florida with an operating range from Pensacola, Florida to Key West, Florida within 100 miles of shore."

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction:* 1972. *Place of construction:* unknown build site.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. *According to the applicant:* "I don't feel this vessel will have a significant impact on other vessels due to the high quantity of tourists in the area. The other charters we know of in the area have to turn away customers."

(6) A statement on the impact this waiver will have on U.S. shipyards. *According to the applicant:* "We do not feel this boat will have any impact on U.S. shipyards due to the age of the boat."

Dated: September 13, 2001.