

for completion of a parking facility and associated ramps at Union Station, which is being delegated to the Federal Highway Administrator, and submission of the report to the Congress by December 29, 1982, which is reserved to the Secretary.

List of Subjects in 49 CFR Part 1

Authority delegations (government agencies); Organization and functions (government agencies).

PART 1—ORGANIZATION AND DELEGATION OF POWERS AND DUTIES

In consideration of the foregoing, Part 1 of Title 49, Code of Federal Regulations, is amended as follows:

1. In § 1.48, a new paragraph (w) is added at the end thereof to read as follows:

§ 1.48 Delegations to Federal Highway Administrator.

The Federal Highway Administrator is delegated authority to—

* * * * *

(w) Carry out the functions vested in the Secretary by section 118 of the National Visitor Center Facilities Act of 1968 (40 U.S.C. 818), as added by the Union Station Redevelopment Act of 1981 (Pub. L. 97-125; 95 Stat. 1672), with respect to the completion of the parking facility and associated ramps at Union Station in Washington, D.C.

2. In § 1.49, a new paragraph (k) is added at the end thereof, to read as follows:

§ 1.49 Delegations to Federal Railroad Administrator.

The Federal Railroad Administrator is delegated authority to—

* * * * *

(k) Carry out the functions vested in the Secretary by Subtitle B of the National Visitor Center Facilities Act of 1968, as added by the Union Station Redevelopment Act of 1981 (Pub. L. 97-125; 95 Stat. 1667) except section 114(e) and such parts of section 118 as provided for the completion of the parking facility and associated ramps at Union Station in Washington, D.C.

(Sec. 9(e), Department of Transportation Act, 49 U.S.C. 1657(e))

Issued in Washington, D.C. on July 26, 1982.

Andrew L. Lewis, Jr.,

Secretary of Transportation.

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Research and Special Programs Administration

49 CFR Part 193

[Docket Nos. PS-54 and OPSO-46]

Gas Pipeline Facilities; Amendment of Safety Standards

Correction

In FR Doc. 82-20446 appearing on page 32720 in the issue of Thursday, July 29, 1982, make the following correction.

On page 32720, third column, in the third line of item "2." "-20°C (-20°F)" should read "-29°C (-20°F)".

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Federal Railroad Administration

Urban Mass Transportation Administration

49 CFR Part 670

[UMTA Docket No. 82-B]

Transfer of Conrail Commuter Service Operations

AGENCY: Federal Railroad Administration (FRA) and Urban Mass Transportation Administration (UMTA), DOT.

ACTION: Final rule.

SUMMARY: The purpose of this document is to prescribe standards for the obligation and equitable distribution of funds authorized to ensure that commuter rail services operated by the Consolidated Rail Corporation (Conrail) under contract to commuter authorities are transferred, on or before January 1, 1983, either to those commuter authorities for operation directly or to the Northeast Commuter Services Corporation (NCSC) for operation on their behalf. This document establishes applicant eligibility criteria, sets forth a formula for the allocation of funds appropriated for the transfer, identifies eligible uses for the allocated funds, and outlines application procedures. This final rule is effective retroactively so as to provide prompt assistance to NCSC and the affected commuter authorities with activities attending the transfer of commuter service operations. This rule is issued in compliance with the Northeast Rail Service Act of 1981.

DATE: This final rule is effective on October 1, 1981.

FOR FURTHER INFORMATION CONTACT: William R. Fashouer, Office of the Chief Counsel of FRA, (202) 426-7710, or Anthony A. Anderson, Office of the Chief Counsel of UMTA (202) 426-4011, both located at 400 Seventh Street SW., Washington, D.C. 20590. FRA and

UMTA office hours are from 8:30 a.m. to 5:00 p.m. EST, Monday through Friday.

SUPPLEMENTARY INFORMATION: This document prescribes standards for the obligation and equitable distribution of funds authorized under section 1139(b) of the Northeast Rail Service Act of 1981 (NERSA), Subtitle E of Title XI of Pub. L. 97-35, 95 Stat. 643 (1981).

Background

On August 13, 1981, Congress enacted NERSA which provides for the transfer of commuter rail service operations from Conrail to either NCSC or directly to the commuter authorities for which Conrail presently operates commuter rail services. Section 1139(b) of NERSA authorizes \$50,000,000 to be appropriated to the Secretary of Transportation to facilitate the transfer of commuter rail services from Conrail to other operators. Congress has appropriated \$45,000,000 for this purpose (Pub. L. 97-102, 95 Stat. 1451). Section 1139(b) also requires the Secretary to issue regulations governing the obligation and distribution of the transition assistance. This final rule is issued in compliance with and to advance the purposes of section 1139(b).

Conrail currently contracts with five commuter authorities to provide commuter rail services. NERSA required each of these commuter authorities to determine by April 1, 1982, whether it would provide commuter service directly or whether it would contract with NCSC. NCSC is a wholly-owned, but financially separate, subsidiary of the National Railroad Passenger Corporation (Amtrak), organized and incorporated in compliance with the District of Columbia Business Corporation Act on November 20, 1981 for the purpose of providing commuter rail passenger service on behalf of these commuter authorities. These commuter authorities (the Metropolitan Transportation Authority (MTA), the Connecticut Department of Transportation (CDOT), the New Jersey Transit Corporation (NJ Transit), the Southeastern Pennsylvania Transportation Authority (SEPTA), and the Maryland Department of Transportation (MDOT)) have indicated their intentions regarding future operation of Conrail commuter services. MTA, CDOT, and NJ Transit have indicated that they intend to operate their own service provided certain essentially financial conditions are met. SEPTA has indicated that it will contract with NCSC to provide service on its behalf. MDOT has indicated that it will contract with NCSC or with Amtrak to provide service on its behalf.