DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FTA Fiscal Year 1999 Apportionments, Allocations and Program Information

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: The Omnibus Consolidated and Emergency Supplemental Appropriations Act, Fiscal Year 1999 includes Appropriations for Department of Transportation (DOT) and Related Agencies for fiscal year 1999 (Pub. L. 105–277), signed into law by President Clinton on October 21, 1998, and provides fiscal year 1999 appropriations for the Federal Transit Administration (FTA) transit assistance programs. Based upon this Act, the Transportation Equity Act for the 21st Century (TEA–21), and 49 U.S.C. Chapter 53, this Notice contains a comprehensive list of apportionments and allocations of the various transit programs.

This Notice includes the apportionment of fiscal year 1999 funds in the 1999 Omnibus Appropriations Act for the Metropolitan Planning Program and State Planning and Research Program, the Urbanized Area Formula Program, the Nonurbanized Area Formula Program, the Elderly and Persons with Disabilities Program, the Rural Transit Assistance Program, and the Capital Program for Fixed Guideway Modernization. This Notice also contains the allocations of funds for the New Starts and Bus categories under the Capital Program in the 1999 Omnibus Appropriations Act. Also it contains general information about new programs established under TEA–21: the Clean Fuels Formula Program, the Over-the-Road Bus Accessibility Program, the Job Access and Reverse Commute Program, and the Transportation and Community and System Preservation Pilot Program.

Information regarding TEA–21 funding authorization levels for use in developing Metropolitan Transportation Improvement Programs (TIPS) and State Transportation Improvement Programs (STIP) is also included. For informational purposes, this Notice contains the apportionment of fiscal year 1999 funds for the Federal Highway Administration (FHWA) Metropolitan Planning Program and the estimated apportionment of the fiscal year 1999 State Planning and Research Program.

Included in this Notice is a listing of prior year unobligated allocations for the Section 5309 New Starts and Bus Programs as in previous year notices. In addition, the FTA policy regarding pre-award authority to incur project costs, the Letter of No Prejudice Policy, as well as other pertinent program information is included.

FOR 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 Nonurbanized Area Formula Program, the Elderly and Persons with Disabilities Program, the Rural Transit Assistance Program, the Clean Fuels Formula Program, the Over-the-Road Bus Accessibility Program, or the Capital Program; or Robert Stout, Director, Office of Planning Operations, (202) 366–6385, for general information concerning the Metropolitan Planning Program, the State Planning and Research Program, and the Transportation and Community and System Preservation Pilot Program.

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I. Background

Metropolitan Planning funds are apportioned by a statutory formula to the Governors for allocation by them to Metropolitan Planning Organizations (MPOs) in urbanized areas or portions thereof. State Planning and Research funds also are apportioned to states by a statutory formula. Urbanized Area Formula Program funds are apportioned by statutory formula to urbanized areas and to the Governors to provide capital, operating and planning assistance in urbanized areas. Nonurbanized Area Formula Program funds are apportioned by statutory formula to the Governors for capital, operating and administrative assistance in nonurbanized areas. The Elderly and Persons with Disabilities Program funds are apportioned by statutory formula to the Governors to provide capital assistance to organizations providing transportation service for the elderly and persons with disabilities. Fixed Guideway Modernization funds are apportioned by statutory formula to specified urbanized areas for capital improvements in rail and other fixed guideways. New Start and Bus funds identified in the Omnibus Appropriations Act are also included in this Notice.

II. Overview of Appropriations for Grant Programs

A. General

The fiscal year 1999 appropriations for the FTA program is $5,390,000,000, the guaranteed funding level under TEA–21, plus an additional $25,000,000 above the guaranteed level to support the Administration's proposed and TEA–21 adopted Job Access and Reverse Commute Program.

In fiscal year 1999, the appropriation for the Metropolitan Planning Program is $43,841,600 and $9,158,400 for the State Planning and Research Program. The appropriation for formula grants totals $2,850,000,000. Under statutory authority, the distribution of the total formula funds available is as follows: $4,849,950 is set aside for the Alaska Railroad, $50,000,000 for the Clean Fuels Formula Program is transferred to the Capital Investment Bus program, and $2,000,000 is for the Over-the-Road Bus Accessibility Program. Of the remaining amount of $2,793,150,050, 91.23 percent ($2,548,190,791) is made available to the Urbanized Area Formula Program, 6.37 percent ($177,923,658) is made available to the Nonurbanized Area Formula Program, and 2.4 percent ($67,035,601) is made available to the Elderly and Persons with Disabilities Program.

The other program appropriations contained in this Notice are as follows: $5,250,000 for the Rural Transit Assistance Program (RTAP); and $2,257,000,000 for the Capital Program. Of the Capital Program amount, $902,800,000 is for Fixed Guideway Modernization, $902,800,000 is for New Starts, and $451,400,000 is for Bus Capital. In addition, $50,000,000 of formula funds for Clean Fuels was transferred to and merged with the Bus Capital Program increasing that program to $501,400,000. $75,000,000 is for the Job Access and Reverse Commute Program.

Table 1 displays the amounts appropriated for these programs, including adjustments and final apportionment and allocation amounts. The following text provides a narrative explanation for the funding levels and other factors affecting these apportionments and allocations.

B. TEA–21 Authorized Program Levels

TEA–21 provides a combination of trust and general fund authorizations that total $6,542,000,000 for fiscal year 1999 FTA program. Of this amount, $5,365,000,000 is guaranteed under the discretionary spending cap. See Table 9 for fiscal years 1998–2003 guaranteed fund levels by program, and Table 9A for the total of guaranteed and non-guaranteed levels by program.

Information regarding estimates of the fundings levels for 1999–2003 by state and urbanized area is available on the FTA home page at www.fta.dot.gov. These numbers are for planning purposes only as they will be revised in the future but may be used for programming metropolitan transportation improvement programs and statewide transportation improvement programs.

C. Project Management Oversight

49 U.S.C. Section 5327 allows the Secretary of Transportation to use not more than one-half percent of the funds made available under the Urbanized Area Formula Program, the Nonurbanized Area Formula Program; the National Capital Transportation Act, as 1 amended; and three-quarters percent of funds made available under the Capital Program to contract with any person to oversee the construction of any major project under these statutory programs; to conduct safety, procurement, management and financial reviews and audits; and to provide technical assistance to correct deficiencies identified in compliance reviews and audits. Therefore, one-half percent of the funds appropriated for the Urbanized Area Formula Program, the Nonurbanized Area Formula Program and the National Capital Transportation Act, as amended, for fiscal year 1999, and three-quarters percent of Capital Program funds have been reserved for these purposes before apportionment of funds.

III. Outreach

A. FTA-Sponsored TEA–21 Listening Sessions

Over a thirty-day period that began in early September of 1998, the FTA conducted eight listening sessions for its customers and constituents. Sessions were held in Dallas, Portland, San Francisco, Atlanta, Kansas City, Chicago, Philadelphia, and New York.

The sessions were designed to allow FTA leadership and staff to hear the concerns and issues that people had with respect to the implementation of TEA–21. The overwhelming majority of people who spoke during the sessions asked questions about new provisions, implementation schedules and funding levels. The principal issues in all of the

sessions were changes in the New Start evaluation process, the new preventive maintenance provision, and the three new programs: Job Access and Reverse Commute; Clean Fuel Formula; and Over-the-Road Bus Accessibility.

B. Revised Program Guidance Circulars

To incorporate changes introduced in TEA–21, FTA has issued revised program guidance circulars. New circulars, which are all effective October 1, 1998, include C9030.1C, Urbanized Area Formula Program: Grant Application Instructions; C9040.1E, Nonurbanized Area Formula Program Guidance and Grant Application Instructions; C9070.1E, Elderly and Persons with Disabilities Program Guidance and Grant Application Instructions; C9300.1A, Capital Program: Grant Application Instructions; and C5010.1C, Grant Management Guidelines.

IV. Emphasis Areas

A. Americans With Disabilities Act Compliance

With eight years since the passage of the Americans with Disabilities Act (ADA), compliance with all aspects of ADA is one of FTA's highest priorities. FTA will continue to focus on grantees' compliance with ADA. Several grantees have entered into voluntary compliance agreements (VCAs) which represent their commitment to come into full compliance. FTA will continue to monitor the milestones in the VCAs and expects the grantees to meet them.

TEA–21 and the fiscal year 1999 Omnibus Appropriations Act provide unprecedented levels of funding for public transportation and these increased funds should be utilized to ensure speedy and full compliance with all aspects of the ADA.

Grantees that may have difficulties with ADA compliance should contact their FTA regional office as soon as they are aware of any problems.

B. National ITS Architecture and Standards Requirements

Section 5206(e) of TEA–21 requires that Intelligent Transportation Systems (ITS) projects using funds from the Highway Trust Fund (including the Mass Transit Account) conform to the National ITS Architecture and Standards. Interim guidance on conformity with National ITS Performance Standards was issued October 2, 1998 jointly by FTA and FHWA. This document provides guidance for meeting this provision of TEA–21 and is available from the FTA regional office or on the internet at www.its.dot.gov. These standards and requirements apply to fiscal year 1999 bus allocations included in this notice which contain ITS components.

Questions regarding the applicability of these standards and requirements should be addressed to the FTA regional office or Ronald Boenau, FTA Office of Research, Demonstration and Innovation at (202) 366–0195.

V. Transportation Electronic Awards and Management System

A. Background

The FTA Grants Management Information System (GMIS) became operational 10 years ago. In 1994 FTA began the Electronic Grant Making and Management (EGMM) initiative. The EGMM program is a paperless electronic grant application, review, approval, acceptance and management process. This program started as a pilot effort and involved 20 grantees nationwide who served as pilots. By fiscal year 1998, 191 grantees were participating in the FTA EGMM program. Over 800 grantees were on line for various management activities such as filing of financial and narrative status reports. In addition, grantees could use EGMM for the electronic signature of annual certifications and assurances. During the assessment of the GMIS, FTA became aware that the GMIS was not Year 2000 compliant.

B. Transportation Electronic Awards and Management System (TEAM)

On November 2, 1998, FTA will introduce its third generation of electronic enhancements when the Transportation Electronic Awards and Management System, the TEAM system, becomes operational. This will make FTA's mission critical grant management systems Year 2000 compliant, and the FTA grant delivery process will not be interrupted. The TEAM system utilizes graphical user interface (GUI) technology providing point and click ''Smart'' selections that aid the grant recipients with their business process for submitting applications and management reporting.

During fiscal year 1999, the TEAM system will use a dual grant numbering system which includes the current system and one that reflects the codification of Federal transit laws. For example, a current number may be NY–90–X321; the new number would be NY–5307–0321. Starting with fiscal year 2000, only the numbers reflecting the codification will be used.

FTA outreach to the industry has been extensive and thorough. FTA personnel have traveled to 30 cities to conduct hands-on training sessions, which have attracted over 1,200 transit industry professionals—with more sessions underway until everyone who uses FTA programs can access the TEAM system. On September 30, 1998, FTA began distributing the TEAM system software to grantees at no charge and expects all grantees to apply for grants electronically in fiscal year 1999.

C. Fiscal Year 1999 Emphasis

In fiscal year 1999 FTA expects grantees to use the TEAM system grantees for grant application and approval, as well as for grant management activities if they have not already done so. FTA also expects all grantees to file the fiscal year 1999 Certifications and Assurances electronically using the TEAM system.

VI. Expanded Definition of Capital

A. Preventive Maintenance

Preventive maintenance, an expense that became eligible for FTA capital assistance for one year with the DOT 1998 Appropriations Act, was established as permanently eligible for FTA capital assistance under TEA–21; therefore, FY 1998 funds and subsequent fiscal year appropriations may be used for preventive maintenance. Preventive maintenance costs are defined as all maintenance costs. For general guidance regarding eligible maintenance costs, the grantee should refer to the definition of maintenance in the most recent National Transit Database reporting manual. A grantee may continue to request assistance for capital expenses under the FTA policies governing associated capital maintenance items (spare parts), vehicle overhaul as 20 percent of maintenance, maintenance of vehicle leased under contract, and vehicle rebuilds (major re-work); or a grantee may choose to capture all maintenance under preventive maintenance. If a grantee purchases service instead of operating service directly, and maintenance is included in the contract for that purchased service, then the grantee may apply for preventive maintenance capital assistance under the capital cost of contracting policy. The capital cost of contracting policy is discussed below.

For accounting purposes, the grantee is cautioned not to confuse the fact that an item generally considered to be an operating expense is eligible for FTA capital assistance. Generally accepted accounting principles and the grantee's accounting system detemine those costs that are to be accounting for as operating costs. The National Transit Database

Reporting System (NTD) follows generally accepted accounting principles, so a grant recipient reporting to the NTD must report the operating costs the grant recipient has incurred as operating costs regardless of its eligibility for FTA capital assistance. Nevertheless, under provisions of TEA–21 and earlier under provision of the fiscal year 1998 Approriations Act, some of those operating costs, while continuing to be accounted for as operating costs in the grant recipient's accounting records, are now eligible for FTA capital assistance. Grantees may not count the same costs twice.

B. ADA Complimentary Paratransit Service

TEA–21 expanded the definition of an eligible capital project to include: ''* * * the provision of nonfixed route paratransit transportation in accordance with Section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), but only for grant recipients that are in compliance with the applicable requirements of the Act, including both fixed route and demand responsive service, and only for amounts not to exceed 10 percent of such recipient's annual formula apportionment under sections 5307 and 5311.''

Recipients of formula funds under the Urbanized Area Formula Program and the Nonurbanized Area Formula Program may now use up to 10 percent of their annual formula apportionment to pay for ADA paratransit operating costs. Section 223 of the ADA defines the specific type of paratransit service that is eligible for this new provision which is implemented in Subpart F of the Department of Transportation's ADA regulation, which (at 49 CFR Part 37) explains the ADA paratransit eligibility process, and the service criteria (service area, response time, fares, trip purpose restrictions, hours and days of service and capacity constraints).

a. *ADA Compliance.* Eligibility for using this expanded definition of capital is dependent upon compliance with ADA requirements. Currently, FTA grantees are required to certify compliance with ADA on an annual basis. Non-compliance with ADA is the result of a formal determination by FTA. Transit systems determined as being in non-compliance are not eligible to use this provision. Grantees who do not make satisfactory progress in negotiating voluntary compliance agreements or who do not achieve milestones within signed agreements will lose their eligibility for funds for paratransit operating expenses.

b. *Non-ADA Paratransit.* Operating costs associated with paratransit services which are not required by the ADA are not eligible for this funding option.

c. *Time of Costs Incurred.* FTA reimbursement at the 80 percent Federal share for ADA paratransit costs under this provision must be by means of a grant awarded after June 9, 1998. Eligible costs must have been incurred in a local fiscal year ending after June 9, 1998.

d. *Implementation in UZA's with More than One Grantee.* For those urbanized areas with more than one ADA paratransit provider, it will be the responsibility of the Metropolitan Planning Organization (MPO), working with the transit operators, to program up to 10 percent of the urbanized area's apportionment should it want to utilize this eligibility.

C. Capital Cost of Contracting

Some FTA grantees contract for transit service, for maintenance service, or for vehicles that the grantee will use in transit service. FTA traditionally provides assistance for the capital consumed in the course of the contract. The concept of assisting with capital consumed is referred to as the ''capital cost of contracting.'' FTA provides assistance at the 80/20 FTA/local share ratio for the capital cost of contracting.

To incorporate the fact that preventive maintenance is now an eligible capital cost, FTA has changed the admininstration of the Capital Cost of Contracting policy, effecitive with fiscal year 1998 funds. Preventive maintenance costs are now included within the capital cost of contracting category, along with the capital charges for the use of assets (capital consumed). Consequently, revisions have been made to the schedule of precentages and type of contract used in the past. The new schedule appears in the revised Circular 9030.1C.

VII. Section 5303 Metropolitan Planning Program and Section 5313(b) State Planning and Research Program

A. Metropolitan Planning Program

The fiscal year 1999 Metropolitan Planning apportionment to states for MPOs to be used in urbanized areas totals $43,901,198. This amount includes $43,841,600 in fiscal year 1999 appropriated funds, and $59,598 in prior year deobligated funds which have become available for reallocation for this program. A basic allocation of 80 percent of this amount ($35,120,958) is distributed to the states based on the state's urbanized area population as defined by the U.S. Census Bureau for subsequent state distribution to each urbanized area, or parts thereof, within each state. A supplemental allocation of the remaining 20 percent ($8,780,240) is also provided to the States based on an FTA administrative formula to address planning needs in the larger, more complex urbanized areas. Table 2 contains the final state apportionments for the combined basic and supplemental allocations. Each state, in cooperation with the MPOs, must develop an allocation formula for the combined apportionment which distributes these funds to MPOs representing urbanized areas, or parts thereof, within the State. This formula, which must be approved by the FTA, must ensure to the maximum extent practicable that no MPO is allocated less than the amount it received by administrative formula under the Metropolitan Planning Program in fiscal year 1991 (minimum MPO allocation). Each state formula must include a provision for the minimum MPO allocation. Where the State and MPOs desire to use a new formula not previously approved by FTA, it must be submitted to the appropriate FTA Regional Office for prior approval.

B. State Planning and Research Program

The fiscal year 1999 apportionment for the State Planning and Research Program totals $9,257,248. This amount includes $9,158,400 in fiscal year 1999 appropriated funds, and $98,848 in prior year deobligated funds which have become available for reallocation to this program. Final state apportionments for this program are also contained on Table 2. These funds may be used for a variety of purposes such as planning, technical studies and assistance, demonstrations, management training, and cooperative research. In addition, a state may authorize a portion of these funds to be used to supplement planning funds allocated by the state to its urbanized areas as the state deems appropriate.

C. Data Used for Metropolitan Planning and State Planning and Research Apportionments

Population data from the 1990 Census is used in calculating these apportionments. The Metropolitan Planning funding provided to urbanized areas in each state by administrative formula in fiscal year 1991 was used as a ''hold harmless'' base in calculating funding to each State.

D. FHWA Metropolitan Planning Program and State Planning and Research Program

For informational purposes, the fiscal year 1999 apportionment for the FHWA

Metropolitan Planning Program and estimated apportionment for fiscal year 1999 State Planning and Research Program are contained in Table 3.

E. Local Match Waiver for Job Access Planning Activities

Federal, state, and local welfare reform initiatives may require the development of new and innovative public and other transportation services to ensure that former welfare recipients have adequate mobility for reaching employment opportunities. In recognition of the key role that transportation plays in ensuring the success of welfare-to-work initiatives, FTA and FHWA are continuing the policy established last year to permit waiver of the local match requirement for job access planning activities undertaken with metropolitan Planning Program and State Planning and Research Program funds. FTA and FHWA will support requests for waivers when they are included in metropolitan Unified Planning Work Programs and State Planning and Research Programs and meet all other appropriate requirements.

F. Planning Emphasis Areas

(1) The Concept: The FTA and FHWA have cooperatively developed Planning Emphasis Areas (PEA) for fiscal years 1999 and 2000. Emphasis areas promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes.

(2) An Emphasis on System Management and Operation: TEA–21 identifies system management and operation as a focal theme and context for transportation investment nationwide. The Conference Report supporting TEA–21 contains language that places high priority on Operations and Management, as indicated by the following excerpt. ''It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas * * *''

TEA–21 identifies seven planning areas to be considered in metropolitan and statewide planning. These include:

(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

(B) increase the safety and security of the transportation system for motorized and nonmotorized users;

(C) increase the accessibility and mobility options available to people and for freight;

(D) Protect and enhance the enviroment, promote energy conservation, and improve quality of life;

(E) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(F) promote efficient system management and operation; and

(G) emphasize the preservation of the existing transportation system.

Planning area (F) promotes the consideration of efficient system management and operation in transportation planning processes and recognizes that we cannot always build our way out of congestion but need to better manage and operate the existing system. Many agencies that use a traditional capital intensive, capacity-enhancing programming process to address the area's transportation problems will need to review and revise their planning and programming process to consider system management and operations.

(3) DOT Activities in Support of Management and Operations: FTA and FHWA will work to support metropolitan areas and states in their efforts to incorporate system management and operation strategies in their local planning processes.

DOT is spearheading an effort to develop a collaborative dialogue among a broad range of transportation stakeholders leading to a consenus of the role of management and operations in transportation decision-making. This dialogue would identify customer needs for training and technical assistance. Support for integrated planning and application of Intelligent Transportation Systems (ITS) strategies, including the role of ITS National Architecture, is another effort supporting system management and operation.

(4) Next Steps: FTA and FHWA will be working over the coming months to support further development of the added emphasis on System Management and Operation and outline a comprehensive approach for consideration and use by MPOs.

G. Federal Planning Certification Reviews

Federal certification of the planning process is conducted in a Transportation Management Area (TMA), which is an urbanized area with a population of 200,000 and above or other urbanized areas designated by the Secretary of Transportation (the Secretary). The Secretary is responsible for certifying, at least once every three years, that the metropolitan transportation planning process in the TMA is being carried out under applicable provisions of Federal law.

Dates for site visits for the TMAs to be reviewed in fiscal year 1999 are being established and will be available on the FTA Home Page at http://www.fta.gov/office/planning.

For further information regarding Federal certifications of the planning process contact: For FTA: Mr. Charles Goodman, FTA Metropolitan Planning Division (TPL–12), 202–366–1944; or Scott Biehl, FTA Office of Chief Counsel (TCC–30), 202–366–4063. For FHWA: Mr. Sheldon Edner, FHWA Metropolitan Planning Division (HEP–20), 202–366–4066; or Reid Alsop, FHWA Office of the Chief Counsel (HCC–31), 202–366–1371.

H. Consolidated Planning Grant

In fiscal year 1997, FTA and FHWA began offering states the option of participating in a pilot Consolidated Planning Grant (CPG) program. Eleven states are participating in the pilot so far. Since the first CPG grant was awarded in April 1997, more than $95,000,000 has been obligated by the pilot states. Of this total, more than $69,700,000 is from FHWA sources. Of the eleven participants, nine have completed at least one full year under the pilot. Of the nine, two states have elected to continue the pilot with new, separate CPG grants for the second year. This approach treats the CPG much as FHWA funds are treated currently; that is, as basically annual apportionments with a yearly close-out of project activities and a deobligation and reobligation cycle. Seven states have elected to amend the original CPG grant to add new fiscal year funds to treat the CPG more like an FTA grant, but with even greater flexibility. Under the multi-year approach option, the CPG grant would stay open for a period of years to be determined by the state (and MPO, jointly, for Metropolitan Planning funds) with the approval of the Federal Government. New apportionments can be added by grant amendment as funds become available. The ease with which a state can opt for the single year or the multi-year approach to the CPG grant speaks to the flexibility intended for the program.

One of our original goals in developing the CPG Pilot was to give states and MPOs more control over their planning resources with a combination of broader financial controls and greater flexibility in the management of their planning activities. After more than one full year's experience under the pilot,

FTA's annual review of planning program fund balances and potential lapsing funds revealed that none of the pilot states had funds in danger of lapsing (under FTA's planning programs, funds that are unobligated after four years' time lapse to the state). Further, only two of the eleven pilot states have any FTA planning funds available that were appropriated before fiscal year 1998. As in previous years, pre-award authority is granted to both of FTA's planning programs as part of this annual Notice. This pre-award authority enables states to continue planning program activities from year to year with the assurance that eligible costs can later be converted to a regularly funded Federal project without the need for prior approval or authorization from the granting agency.

This November, FTA will be providing an enhancement to its electronic grant system (TEAM system) that can be used to request planning grants, obligate funds, monitor fund balances and grant status, and file financial and status reports for the CPG. While benefiting all grants, these enhancements are particularly well suited to the very streamlined funding request format of the CPG Pilot. As part of the pilot, FTA will continue to work with participating states to increase the flexibility and further streamline the consolidated approach to planning grants. For further information on participating in the CPG Pilot, contact Ms. Candace Noonan, Intermodal and Statewide Planning Division, FTA, at (202) 366–1648 or Anthony Solury, Metropolitan Planning Division, FHWA, at (202) 366–5003.

I. New Starts Evaluation and Criteria

TEA–21 includes several changes to the evaluation process and criteria for New Starts fixed guideway projects. The Secretary shall consider several additional criteria in the Department's review and evaluation of candidate New Starts projects. FTA will be required to evaluate each project authorized for New Starts funding by each criterion, as well as provide an overall project rating of ''highly recommended,'' ''recommended,'' and ''not recommended.'' In addition to its annual report to Congress on Funding Levels and Allocations of Funds for Transit Major Capital Investments, FTA will be required to issue a supplemental report in August of each year which rates all projects that have completed alternatives analysis and preliminary engineering since the date of the last report. FTA must also approve candidate New Starts project's entry into final design. FTA also continues its prior approval authority for entrance into preliminary engineering.

TEA–21 requires that no less than 92 percent of the annual New Starts program must be used for final design and construction.

FTA will soon issue regulations implementing the New Starts provision of TEA–21.

J. Metropolitan Transportation Improvement Programs (TIPs) and State Transportation Improvement Programs (STIPs)

Both the TIPs and STIPs, major products of the metropolitan and State transportation planning processes, continue to be required under TEA–21 and 23 CFR part 450. TEA–21 has provided new authorization levels as well as new programs for the FTA and FHWA. Development of 3-year TIPs and STIPs requires knowledge of Federal FTA and FHWA funding amounts and sources. With respect to Federal funding sources, ''available'' or ''committed'' funds identified in TIPs and STIPs are to be taken to mean authorized and/or appropriated funds. Authorized amounts for the purposes of TEA–21 include the total of guaranteed and nonguaranteed funding. FTA and FHWA funding amounts and sources for the six years of TEA–21 are provided by State and/or urbanized areas on the Internet at the following locations: (1) FTA, http://www.fta.dot.gov/library/policy/t21toc.htm and (2) FHWA, http://www.fhwa.dot.gov/tea21/98appor.htm.

K. Metropolitan Planning

TEA–21 retains much of the basic structure of the metropolitan and statewide planning process, as established by ISTEA, with a few significant changes. The set of sixteen metropolitan planning factors has been reduced to seven factors: economic vitality; safety and security; accessibility and mobility; environment, energy conservation and quality of life; integration and connectivity; efficient operation and management; and preservation of existing transportation resources. Freight shippers and users of public transit are added to the explicit set of stakeholders to be given opportunities to comment on metropolitan plans and transportation improvement programs (TIPs).

Metropolitan planning organizations (MPOs) may include in their TIPs an ''illustrative'' list of projects that could be implemented if additional resources were made available. MPOs will also be encouraged to coordinate the planning for Federally-funded non-emergency transportation services as part of the metropolitan planning process. FTA and FHWA will be revising the Joint Planning Regulations (23 CFR part 450 and 49 CFR part 613) to formally incorporate changes to the planning program.

VIII. Section 5307 Urbanized Area Formula Program

A. Total Urbanized Area Formula Apportionments

In addition to the appropriated fiscal year 1999 Urbanized Area Formula funds of $2,548,190,791, the apportionment also includes $5,055,703 in deobligated funds which have become available for reapportionment for the Urbanized Area Formula Program as provided by 49 U.S.C. 5336(i).

Table 4 displays the amount apportioned for the Urbanized Area Formula Program. After the one-half percent for oversight is set-aside ($12,740,954), the amount appropriated for this program is $2,543,135,088. The funds to be reapportioned, described in the previous paragraph, have then been added. Thus, the total amount apportioned for this program is $2,540,505,540.

An additional $4,849,950 is appropriated for the Alaska Railroad for improvements to its passenger operations. After the one-half percent for oversight is reserved ($24,250), $4,825,700 is available for the Alaska Railroad.

Table 2 contains the fiscal years 1999–2003 apportionment formula for the Section 5307 Urbanized Area Formula Program.

B. Data Used for Urbanized Area Formula Apportionments

Data from the 1997 NTD (49 U.S.C. 5335) Report Year submitted in late 1997 and early 1998 have been used to calculate the fiscal year 1999 Urbanized Area Formula apportionments for urbanized areas 200,000 in population and over. The population and population density figures used in calculating the Urbanized Area Formula are from the 1990 Census.

C. Adjustments for Energy and Operating Efficiencies

49 U.S.C. 5336(b)(2)(E) provides that, if a recipient of Urbanized Area Formula Program funds demonstrates to the satisfaction of the Secretary that energy or operating efficiencies would be achieved by actions that reduce revenue vehicle miles but provide the same frequency of revenue service to the same number of riders, the recipient's apportionment under 49 U.S.C. 5336(b)(2)(A)(i) shall not be reduced as

a result of such actions. One recipient has submitted data acceptable to FTA in accordance with this provision. Accordingly, the revenue vehicle miles used in the Urbanized Area Formula database to calculate the fiscal year 1999 Urbanized Area Formula apportionment reflect the amount the recipient would have received without the reductions in mileage.

D. Urbanized Area Formula Fiscal Year 1999 Apportionments to Governors

The total Urbanized Area Formula apportionment to the Governor for use in areas under 200,000 in population for each state is shown on Table 4. Table 4 also contains the total apportionment amount attributable to each of the urbanized areas within the state. The Governor may determine the allocation of funds among the urbanized areas under 200,000 in population with one exception. As further discussed below in Section H, funds attributed to an urbanized area under 200,000 in population, located within the planning boundaries of a transportation management area, must be obligated in that area.

E. Transit Enhancements

For urbanized areas with populations 200,000 and over, TEA–21 established a minimum annual expenditure requirement of one percent for transit projects and project elements that qualify as enhancements under the Urbanized Area Formula Program. Table 4 indicates the amount set aside for enhancements in these areas. The term ''transit enhancement'' includes projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities.

(1) *Eligible enhancements.* Following are the transit projects and project elements that may be counted to meet the minimum enhancement expenditure requirement.

(a) Historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities (including historic bus and railroad facilities);

(b) Bus shelters;

(c) Landscaping and other scenic beautification, including tables, benches, trash receptacles, and street lights;

(d) Public art;

(e) Pedestrian access and walkways;

(f) Bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles;

(g) Transit connections to parks within the recipient's transit service area;

(h) Signage; and

(i) Enhanced access for persons with disabilities to mass transportation.

(2) *Requirements.* One percent of the Urbanized Area Formula Program apportionment in each urbanized area with a population of 200,000 and over must be made available only for transit enhancements. When there are several grantees in an urbanized area, it is not required that each grantee spend one percent of its Urbanized Area Formula Program funds on transit enhancements. Rather, one percent of the urbanized area's apportionment must be expended on projects and project elements that qualify as enhancements. If these funds are not obligated for transit enhancements within three years following the fiscal year in which the funds are apportioned, the funds will lapse and no longer be available to the urbanized area, and will be reapportioned under the Urbanized Area Formula Program.

It will be the responsibility of the MPO to determine how the one percent will be allotted to transit projects. The one percent minimum requirement does not preclude more than one percent being expended in an urbanized area for transit enhancements. Items that are only eligible as enhancements, however—in particular, operating costs for historic facilities—may only be assisted within the one percent fund level.

(3) *Project Budget.* The project budget for each grant application that includes enhancement funds must include a scope code for transit enhancements and specific budget activity line items for transit enhancements.

(4) *Enhancement Report.* The recipient must submit a report to the appropriate FTA Regional Office listing the projects or elements of projects carried out with those funds during the previous fiscal year and the amount expended. The report must be submitted in the Federal fiscal year's final quarterly report, using activity line item codes from the approved project budget.

(5) *Bicycle Access.* TEA–21 provides that projects providing bicycle access to transit assisted with the FTA enhancement apportionment shall be eligible for a 95 percent Federal share.

(6) *Enhanced Access for Persons with Disabilities.* Enhancement projects or elements of projects designed to enhance access for persons with disabilities must go beyond the requirements contained in the Americans with Disabilities Act.

F. Fiscal Year 1999 Operating Assistance

Fiscal year 1999 funding for operating assistance is available only to urbanized areas with populations under 200,000. For these smaller areas, there is no limitation on the amount of the state apportionment that may be used for operating assistance, and the Federal/local share ratio is 50/50. In addition, for all areas, many of the activities formerly funded by FTA with operating assistance are now eligible capital items under the category of preventive maintenance at the Federal/local share ratio of 80/20. TEA–21 provides one exception to the non-availability of funds for operating assistance to areas with populations 200,000 and above. Operating assistance is available to any urbanized area with a populations of 200,000 and above if the number of total bus revenue vehicle miles operated in or directly serving the area is under 900,000, and if the number of buses operated in or directly serving the area does not exceed 15.

This provision is not available to small operators within a large urbanized area in which the total number of vehicles that provide service is more than 15 and the total number of bus revenue vehicle miles operated in or directly servicing the area is 900,000 or more.

The Omnibus Appropriations Act amended Section 3027 of TEA–21 (which in turn amended 49 U.S.C. 5336 regarding use of operating assistance in larger urbanized areas) to allow transit providers of services to the elderly and disabled that operate 20 or fewer vehicles and are located in urbanized areas with a population of at least 200,000 to use Federal funds to finance the operating costs of equipment and facilities used by the transit provider in providing mass transit services to elderly persons and persons with disabilities, providing that such assistance to all entities should not exceed $1,000,000,000 annually.

G. Carryover Funds for Operating Assistance

The operating assistance limitations remain on the unused fiscal years 1996–1998 funds. These funds continue to be available for obligation at the Federal/local share ratio of 50/50 in fiscal year 1999 and throughout the period of availability. For unused fiscal year 1998 funds for areas under 200,000, operating assistance as a capital project with an 80 percent federal match ratio (without limitation) will continue to be available in fiscal year 1999 and throughout the period of availability.

H. Designated Transportation Management Areas

All urbanized areas over 200,000 in population have been designated as transportation management areas (TMAs), in accordance with 49 U.S.C. Section 5305. These designations were formally made in a **Federal Register** Notice dated May 18, 1992 (57 FR 21160), signed by the Federal Highway Administrator and the Federal Transit Administrator. Additional areas may be designated as TMAs upon the request of the Governor and the MPO designated for such area or the affected local officials. As of October 1, 1998, two additional TMAs have been formally designated: Petersburg, Virginia, comprised solely of the Petersburg, Virginia, urbanized area; and Santa Barbara, Santa Maria, and Lompoc, California, which were combined and designated as one TMA.

Guidance for setting the boundaries of TMAs is contained in the joint transportation planning regulations codified at 23 CFR part 450 and 49 CFR part 613. In some cases, the TMA boundaries, which have been established by the MPO for the designated TMA, also include one or more urbanized areas with less than 200,000 in population. Where this situation exists, the discretion of the Governor to allocate Urbanized Area Formula program ''Governor's Apportionment'' funds for urbanized areas with less than 200,000 in population is restricted.

As required by 49 U.S.C. 5307(a)(2), a recipient(s) must be designated to dispense the Urbanized Area Formula funds attributable to TMAs. Those urbanized areas that do not already have a designated recipient must name one and notify the appropriate FTA regional office of the designation. This would include those urbanized areas with less than 200,000 in population that may receive TMA designation independently, or those with less than 200,00 in population which are currently included within the boundaries of a larger designated TMA. In both cases, the Governor would only have discretion to allocate Governor's Apportionment funds attributable to areas which are outside of designated TMA boundaries. In order for the FTA and Governors to know which urbanized areas under 200,000 in population are included within the boundaries of an existing TMA, and so that they can be identified in future **Federal Register** notices, each MPO whose TMA planning boundaries include these smaller urbanized areas is asked to identify such areas to the FTA. This notification should be made in writing to the Associate Administrator for Program Management, Federal Transit Administration, 400 Seventh Street, SW, Washington, DC 20590, no later than July 1 of each fiscal year. To date, FTA has been notified of the following urbanized areas with less than 200,000 in population that are included within the planning boundaries of designated TMAs:

Designated TMA	Small urbanized area included in TMA boundaries
Baltimore, Maryland	Annapolis, Maryland.
Dallas-Fort Worth, Texas	Denton, Texas; Lewisville, Texas.
Houston, Texas	Galveston, Texas; Texas City, Texas.
Orlando, Florida	Kissimmee, Florida.
Philadelphia, Pennsylvania	Pottstown, Pennsylvania.
Pittsburgh, Pennsylvania	Monessen, Pennsylvania; Steubenville-Weirton, OH–WV–PA (PA portion)
Seattle, Washington	Bremerton, Washington.
Washington, DC–MD–VA	Frederick, Maryland (MD portion).

I. Urbanized Area Formula Funds Used for Highway Purposes

Urbanized Area Formula funds apportioned to a TMA are also available for highway projects if the following three conditions are met: (1) Such use must be approved by the MPO in writing after appropriate notice and opportunity for comment and appeal are provided to affected transit providers; (2) in the determination of the Secretary, such funds are not needed for investments required by the Americans with Disabilities Act of 1990 (ADA); and (3) the MPO determines that local transit needs are being addressed.

Urbanized Area Formula funds which are designated for highway projects will be transferred to and administered by the FHWA. The MPO should notify FTA of its intent to program FTA funds for highway purposes.

IX. Section 5311 Nonurbanized Area Formula Program and Section 5311(b) Rural Transit Assistance Program (RTAP)

A. Nonurbanized Area Formula Program

The fiscal year 1999 Nonurbanized Area Formula apportionments to the states totaling $177,856,722 are displayed in Table 5. Of the $177,923,658 appropriated, one-half percent ($889,618) was reserved for oversight. In addition to the current appropriation, the funds available for apportionment included $822,682 in deobligated funds from fiscal years prior to 1999.

The population figures used in calculating these apportionments are from the 1990 Census.

The Nonurbanized Formula Program provides capital, operating and administrative assistance for areas under 50,000 in population. Each state must spend no less than 15 percent of its fiscal year 1999 Nonurbanized Area Formula apportionment for the development and support of intercity bus transportation, unless the Governor certifies to the Secretary that the intercity bus service needs of the state are being adequately met. Fiscal year 1999 Nonurbanized Area Formula grant applications must reflect this level of programming for intercity bus or include a certification from the Governor.

Funding for the Nonurbanized Area Formula Program is significantly higher under TEA–21 than it was under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). FTA encourages the states to use the increase to begin to expand the coverage of transit service into rural and small urban areas currently unserved and to improve levels of service in those areas which currently have only minimal transit service.

B. Rural Transit Assistance Program (RTAP)

The fiscal year 1999 RTAP allocations to the states totaling $5,401,831 are also displayed on Table 5. This amount includes $5,250,000 in fiscal year 1999 appropriated funds, and $151,831 in

prior year deobligated funds, which have become available for reallocation for this program.

The funds are allocated to the states to undertake research, training, technical assistance, and other support services to meet the needs of transit operators in nonurbanized areas. These funds are to be used in conjunction with the states' administration of the Nonurbanized Area Formula Program.

Effective with fiscal year 1999, FTA has revised the administrative formula used to allocate RTAP funds to the states, by increasing the minimum allocation each state receives from $50,000 to $65,000. The minimum allocation for the insular areas remains at $10,000. The effect of this change is to distribute the increase in RTAP funds more equitably to the smaller states, to enable them to continue to provide effective RTAP services. Due to the increase in program funding, no state receives an allocation in fiscal year 1999 that is less than in fiscal year 1998.

X. Section 5310 Elderly and Persons with Disabilities Program

A total of $67,136,222 is apportioned to the states for fiscal year 1999 for the Elderly and Persons with Disabilities Program. In addition to the fiscal year 1999 appropriation of $67,035,601, the fiscal year 1999 apportionment also includes $100,621 in prior year unobligated funds which have become available for reapportionment for the Elderly and Persons with Disabilities Program. Table 6 shows each state's apportionment.

The formula for apportioning these funds uses 1990 Census population data for persons aged 65 and over and for persons with disabilities.

The funds provide capital assistance for transportation for elderly persons and persons with disabilities. Eligible capital expenses may include, at the option of the recipient, the acquisition of transportation services by a contract, lease, or other arrangement.

While the assistance is intended primarily for private non-profit organizations, public bodies that coordinate services for the elderly and persons with disabilities, or any public body that certifies to the state that non-profit organizations in the area are not readily available to carry out the service, may receive these funds.

These funds may be transferred by the Governor to supplement the Urbanized Area Formula or Nonurbanized Area formula capital funds during the last 90 days of the fiscal year.

XI. Surface Transportation Program Flexible Funds Used for Transit Purposes (Title 23, U.S.C.)

A. Transfer Process

TEA–21 made changes in how funds are to be transferred from FHWA to FTA. Under ISTEA, obligation authority was not transferred to and from FTA. TEA–21 provides that obligation authority will be transferred to and from FHWA to FTA. In order to accommodate this change, FHWA and FTA are revising internal transfer procedures. The external process from transferring funds may also be revised. Until these revised procedures are developed, the two agencies have agreed to use the transfer process that was established under ISTEA which is described below.

Flexible DOT funds, such as Surface Transportation Program (STP) funds, Congestion Mitigation and Air Quality (CMAQ) funds, or others, which are designated for use in transit projects, are transferred from the FHWA to FTA after which FTA approves the project and awards a grant. Flexible funds designated for transit projects must result from the metropolitan and state planning and programming process, and must be included in an approved State Transportation Improvement Program (STIP) before the funds can be transferred. In order to initiate the transfer process, the grantee must submit a completed application to the FTA Regional Office, and must notify the state highway/transportation agency that it has submitted an application which requires a transfer of funds. Once the state highway/transportation agency determines that the state has sufficient obligation authority, the state agency notifies the FHWA Division Office that the funds are to be used for transit purposes. FHWA then notifies the FTA of the transfer project for processing and obligation. The flexible funds transferred to FTA will be placed in an urbanized area or state account for one of the three existing formula programs—Urbanized Area, Nonurbanized Area, or Elderly and Persons with Disabilities.

The flexible funds are then treated as FTA formula funds, although they retain a special identifying code. They may be used for any purpose eligible under these FTA programs. All FTA requirements are applicable to transferred funds. Flexible funds should be combined with regular FTA formula funds in a single annual grant application.

B. Matching Share for Flexible Funds

The provisions of Title 23, U.S.C. regarding the non-Federal share apply to Title 23 funds used for transit projects. Thus, flexible funds transferred to FTA retain the same matching share that the funds would have if used for highway purposes and administered by the FHWA.

There are three instances in which a higher than 80 percent Federal share would be maintained. First, in states with large areas of Indian and certain public domain lands, and national forests, parks and monuments, the local share for highway projects is determined by a sliding scale rate, calculated based on the percentage of public lands within that state. This sliding scale, which permits a greater Federal share, but not to exceed 95 percent, is applicable to transit projects funded with flexible funds in these public land states. FHWA develops the sliding scale matching ratios for the increased Federal share.

Secondly, commuter carpooling and vanpooling projects and transit safety projects using flexible funds administered by FTA may retain the same 100 percent Federal share that would be allowed for ride-sharing or safety projects administered by the FHWA. The third instance includes the 100 percent Federal safety projects; however, these are subject to a nationwide 10 percent program limitation.

C. Other Funds Transferred to FTA

Certain demonstration projects authorized in title 23 are specified to be used for transit projects and are more appropriately administered by FTA. In such cases, FHWA has transferred the funds to FTA for administration. Since these funds are not STP flexible funds, they are transferred into the appropriate Capital Program category (Bus, New Starts, or fixed Guideway Modernization) for obligation and are administered as Capital projects.

XII. Section 5309 Capital Program

A. Fixed Guideway Modernization

TEA–21 modified the formula for allocating the Fixed Guideway Modernization funds. The new formula contains seven tiers. The allocation of funding under the first four tiers, through fiscal year 2003, will be allocated based on data used to apportion the funding in fiscal year 1997. Funding in the three new tiers will be apportioned based on the latest available route miles and revenue vehicle miles on segments at least seven years old as reported to the National Transit Database.

Table 7 displays the fiscal year 1999 Fixed Guideway Modernization apportionments. Fixed Guideway

Modernization funds apportioned for this section must be used for capital projects to maintain, modernize, or improve fixed guideway systems.

All urbanized areas with fixed guideway systems that are at least seven years old are eligible to receive Fixed Guideway Modernization funds. A request for the start-up service dates for fixed guideways has been incorporated into the National Transit Database reporting system to ensure that all eligible fixed guideway data is included in the calculation of these apportionments. A threshold level of more than one mile of fixed guideway is required to receive Fixed Guideway Modernization funds. Therefore, urbanized areas reported one mile or less of Fixed Guideway mileage under the National Transit Database are not included.

For fiscal year 1999, $902,800,000 was appropriated for fixed guideway modernization. After deducting the three-fourth percent for Oversight ($6,771,000), $896,029,000 is available for apportionment to the specified urbanized areas.

Each year, the new fixed guideway modernization formula will allocate funds by seven tiers as follows:

Tier 1

The first $497,700,000 shall be apportioned to the following urbanized areas as follows: Baltimore $8,372,000; Boston $38,948,000; Chicago/Northwestern Indiana $78,169,000; Cleveland $9,509,500; New Orleans $1,730,588; New York $176,034,461; Northeastern New Jersey $50,604,653; Philadelphia/Southern New Jersey $58,924,764; Pittsburgh $13,662,463; San Francisco $33,989,571; Southwestern Connecticut $27,755,000.

Tier 2

The next $70,000,000 shall be apportioned as follows: 50 percent to areas identified in Tier I and 50 percent to other urbanized areas with fixed guideway segments which have been in operation at least seven years. These funds are apportioned using the Urbanized Area Formula Program fixed guideway tier formula factors that were used to apportion funds for the Fixed Guideway Modernization Program in fiscal year 1997.

Tier 3

The next $5,700,000 shall be apportioned to the following urbanized areas as follows: Pittsburgh, 61.76 percent; Cleveland, 10.73 percent; New Orleans, 5.79 percent; the remaining 21.72 percent is apportioned to all other cities using the same fixed guideway tier data used for Tier II.

Tier 4

The next $186,600,000 shall be apportioned to all eligible areas using the same year fixed guideway tier data that was used for Tiers II and III.

Tier 5

The next $70,000,000 shall be apportioned as follows: 65 percent to the eleven areas specified in Tier I, and 35 percent to other urbanized areas with fixed guideway system segments in revenue service for at least seven years. Allocations will be based on the latest available route miles and revenue vehicle miles for fixed guideway segments at least seven years old as reported to the National Transit Database.

Tier 6

The next $50,000,000 shall be apportioned as follows: 60 percent to the eleven areas specified in Tier I, and 40 percent to the other urbanized areas with fixed guideway system segments in revenue service for at least seven years. Allocations will be based on the latest available route miles and revenue vehicle miles for fixed guideway segments at least seven years old as reported to the National Transit Database.

Tier 7

Any remaining amounts shall be apportioned as follows: 50 percent to the eleven urbanized areas specified in Tier I, and 50 percent to the other urbanized areas with fixed guideway system segments in revenue service for at least seven years. Allocations will be based on the latest available route miles and revenue vehicle miles for fixed guideway segments at least seven years old as reported to the National Transit Database.

Table 12 contains the fiscal years 1998–2003 apportionment formula for the Section 5309 Fixed Guideway Modernization Program.

B. New Starts

The fiscal year 1999 appropriation for New Starts is $902,800,000 which was fully allocated in the fiscal year 1999 DOT Appropriations Act. However, by statute, this amount is reduced by three-fourth percent ($6,771,000) for Oversight activities, leaving $896,029,000 available for allocations to areas. The Oversight reduction was applied on a prorata basis to all 95 projects specified in the fiscal year 1999 Omnibus Appropriations Act yielding the final allocation for each of these projects (contain in Table 8 of this **Federal Register** Notice).

Prior year unobligated appropriations for New Starts in the amount of $430,856,230 remain available for obligation in fiscal year 1999. These carryover amounts are displayed in Table 8A, along with explanatory notes.

Since New Starts funds are used for design and construction of new systems or extensions to existing systems, preventive maintenance is not an eligible cost under this program.

C. Bus

The fiscal year 1999 appropriation for Bus is $451,400,000 for the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities. TEA–21 established a $100,000,000 Clean Fuels Formula Program under Section 5308. The program is authorized to be funded with $50,000,000 from the Bus category of the Capital Program, and $50,000,000 from the Formula Program. However, the fiscal year 1999 Omnibus Appropriations Act directs FTA to transfer $50,000,000 Appropriated under the Formula Program to and merge it with funding provided for the Bus category of the Capital Program. Thus, $501,400,000 is available for funding the Bus category of the Capital Program. After deducting the three-fourth percent for oversight ($3,760,500), $497,639,500 remains available for projects.

The 1999 Omnibus Appropriations Act earmarked all of the fiscal year 1999 Bus funds to specified states or localities for bus and bus-related projects.

Because the three-fourth percent for oversight was subtracted from the amount appropriated, each bus project identified in the Conference Report receives three-fourth percent less than the funding level contained in the report. No funds remain available for discretionary allocation by the Federal Transit Administrator. Table 9 displays the allocations of the fiscal year 1999 Bus funds by area and also shows prior year unobligated earmarks for the Bus Program. The fiscal year 1999 bus allocations include the funding which would have been available for the Clean Fuels Formula Program under TEA–21.

Prior year unobligated appropriations for Bus in the amount of $379,813,842 remain available for obligation in fiscal year 1999, and are displayed in Table 9A.

XIII. New Programs

A. Section 5308 Clean Fuels Formula Program

TEA–21 established a $100,000,000 Clean Fuels Formula Program under Section 5308, to be funded with $50,000,000 from the Bus category of the Capital Program, and $50,000,000 from the Formula Program. However, the fiscal year 1999 Omnibus Appropriations Act transfers $50,000,000 appropriated under the Formula Program to and merges it with funding provided for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus related facilities under the Bus category of the Capital Program. In addition, in fiscal year 1999 Congress allocated the entire Bus category, including the $100,000,000, which TEA–21 provides for funding of the Clean Fuels Formula Program. These appropriation actions override the provisions established in TEA–21 for the Clean Fuels Formula Program. Therefore, FTA cannot implement this new program. A rulemaking to implement the Clean Fuels Formula program is being developed for use in fiscal year 2000. The fiscal year 1999 Bus Allocations on Table 9 include the funding which would have been available for the Clean Fuels Formula Program under TEA–21.

B. Over-the-Road Bus Accessibility Program

The Over-the-Road Bus Accessibility Program (OTRB) authorizes FTA to make grants to operators of over-the-road buses to finance the incremental capital and training costs of complying with the DOT over-the-road bus accessibility final rule, published on September 24, 1998. The legislation calls for national solicitation of applications, with grantees to be selected on a competitive basis. Federal funds are available for up to 50 percent of the project cost. A total of $2,000,000 is apportioned for intercity fixed route operators in fiscal year 1999.

FTA is exploring two approaches for implementation of the capital portion of the program. One approach would be to enter into a cooperative agreement with an intermediate entity which represents the over-the-road bus industry. This entity would serve as the funding distribution mechanism. This approach has the merit of consolidating numerous small grants and would allow a group familiar with the over-the-road bus industry to carry out the program. The entity would accept and review grant applications and make recommendations for funding based on the criteria in TEA–21 and in coordination with FTA and enter into agreements with over-the-road bus providers. The entity would also pass on all Federal requirements to the over-the-road bus operators. TEA–21 provides that all Federal requirements applicable to the Section 5311 Nonurbanized Area Formula Program are applicable to the Over-the-Road Bus Program. Federal requirements include but are not limited to competitive procurement, labor protections, Buy America, and civil rights requirements.

Alternately, FTA may implement the program with individual grants to over-the-road bus operators. With this approach, there would be a national solicitation of applications and FTA would review applications against the criteria in TEA–21 and make recommendations for funding. The appropriate FTA regional office would review the application and approve the grant.

In addition, FTA is proposing to enter into an agreement with a single agency which represents the disability community to take the lead on a national training initiative.

FTA will issue further guidance and application instructions for this program.

C. Job Access and Reverse Commute Program

A total of $75,000,000 is appropriated for the Job Access and Reverse Commute Program in fiscal year 1999. Of this amount, $50,000,000 is guaranteed under the discretionary spending cap and $25,000,000 was made available from other discretionary spending offsets. This 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 which transport welfare recipients and low-income individuals 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.

One of the major goals of the Job Access and Reverse Commute program is to increase collaboration among transportation providers, human service agencies, employers, metropolitan planning organizations, states, and affected communities and individuals. All projects funded under this program must be derived from a regional Job Access and Reverse Commute Transportation Plan, developed through a regional approach which supports the implementation of a variety of transportation services designed to connect welfare recipients to jobs and related activities. A key element of the program is making the most efficient use of existing public, nonprofit and private transportation service providers.

A Federal Register Notice will be published by the end of October which will provide program guidance and application procedures. The notice will also be available on the FTA website.

D. Transportation and Community and System Preservation Pilot Program (TCSP)

Section 1221 of TEA–21 established a pilot program that will enable grantees to plan or implement activities that investigate and address the relationship between transportation and community and system preservation. Eligible grantees are State agencies, metropolitan planning organizations (MPOs) and units of local governments, including public transit agencies. TCSP will provide $20,000,000 in fiscal year 1999 and $25,000,000 per year for fiscal years 2000 through 2003 for planning and implementation grants, as well as research, which address transportation efficiency while meeting community preservation and environmental goals.

TCSP activities must be eligible under Title 23 (the Federal highway program) of Chapter 52 of Title 49 (the Federal transit program) of the United States Code, or must be activities which the Secretary of Transportation determines to be appropriate. TCSP discretionary grants will be used to plan and implement strategies which (1) improve the efficiency of the transportation system; (2) reduce the impacts of transportation on the environment; (3) reduce the need for costly future public infrastructure; (4) ensure efficient access to jobs, services and centers of trade, and (5) encourage private sector development patterns which achieve these goals. Grants will be directed to new and innovative activities that are eligible but under the current Federal-aid program. TCSP activities must be coordinated with the MPO and/or state transportation planning processes.

The FHWA is administering this program and has established an interagency working group, which includes the FTA, to design and implement TCSP. On September 16, 1998, a Federal Register Notice requested comments within 60 days on TCSP implementation in fiscal year 2000 and beyond. The Notice also requested that eligible entities interested in applying for fiscal year 1999 planning and implementation grants should

submit letters of intent within 60 days. The DOT expects to select about 50 letters of intent to be developed into full proposals, and to fund 20 to 30 planning and implementation grants in fiscal year 1999. TCSP research activities will begin in fiscal year 2000. The voice mail for information on TCSP is (800) 488–6034.

XIV. Unit Values of Data for the Section 5307 Urbanized Area Formula Program, Section 5311 Nonurbanized Area Formula Program, and Section 5309 Capital Fixed Guideway Modernization

For technical assistance purposes, the dollar unit values of data derived from the computations of the Urbanized Area Formula Program, the Nonurbanized Area Formula Program, and the Capital Program—Fixed Guideway Modernization apportionments are included in this Notice in Table 13. To determine how a particular apportionment amount was developed, areas may multiply their population, population density, and data from the NTD by these unit values.

XV. Period of Availability of Funds

The funds apportioned under the Metropolitan Planning Program and the State Planning and Research Program, the Urbanized Area Formula Program, and the Fixed Guideway Modernization Program, in this notice, will remain available to be obligated by FTA to recipients for three fiscal years following fiscal year 1999. Any of these apportioned funds unobligated at the close of business on September 30, 2002 will revert to FTA for reapportionment under these respective programs.

Funds apportioned to nonurbanized areas under the Nonurbanized Area Formula Program, including RTAP funds, will remain available for two fiscal years following fiscal year 1999. Any such funds remaining unobligated at the close of business on September 30, 2001, will revert to FTA for reapportionment among the states under the Nonurbanized Area Formula Program. Funds allocated to States under the Elderly and Persons with Disabilities Program in this Notice must be obligated by September 30, 1999. Any such funds remaining unobligated as of this date will revert to FTA for reapportionment among the states under the Elderly and Persons with Disabilities Program. The fiscal year 1999 Omnibus Appropriations Act includes a provision requiring that fiscal year 1999 New Starts and Bus funds not obligated for their original purpose as of September 30, 2001, shall be made available for other discretionary projects within the respective categories of the Capital Program. Similar provisions in the 1998 and 1997 DOT Appropriations Acts required that fiscal year 1998 Bus and New Starts funds that are not obligated by September 30, 2000 also be made available for other discretionary Bus or New Starts projects, respectively; and fiscal year 1997 Bus and New Starts funds unobligated by September 30, 1999 shall be made available for other discretionary Bus or New Starts projects, respectively.

XVI. Automatic Pre-Award Authority to Incur Project Cost

A. Background

Since fiscal year 1994, FTA has provided pre-award authority to cover certain planning and capital costs prior to grant award. This automatic pre-award spending authority permits a grantee to incur costs on an eligible transit capital or planning project without prejudice to possible future Federal participation in the cost of the project or projects. Prior to exercising pre-award authority, grantees must comply with the conditions and environmental planning and other Federal requirements outlined in paragraphs B and C immediately below. Failure to do so will render an otherwise eligible project ineligible for FTA financial assistance. In addition, grantees are strongly encouraged to consult with the appropriate regional office if there could be any question regarding the eligibility of the project for future FTA funds or the applicability of the conditions and Federal requirements.

Authority to incur costs for fiscal year 1998 Fixed Guideway Modernization, Metropolitan Planning, Urbanized Area Formula, Elderly and Persons with Disabilities, Nonurbanized Area Formula, STP or CMAQ flexible funds to be transferred from the FHWA and State Planning and Research Programs in advance of possible future Federal participation was provided in the December 5, 1997, **Federal Register** Notice. Pre-award authority was extended in the June 24, 1998 **Federal Register** Notice on TEA–21 to all formula funds and flexible funds that will be apportioned during the authorization period of TEA–21, 1998–2003. Pre-award authority also applies to Capital Bus funds identified in this notice. Pre-award authority does not apply to Capital New Start funds, or to Capital Bus projects not specified in this or previous notices. Pre-award authority also applies to preventive maintenance costs incurred within a local fiscal year ending during calendar year 1997, or thereafter, under the formula programs cited above.

B. Conditions

Similar to the FTA Letter of No Prejudice (LONP) authority, the conditions under which this authority may be utilized are specified below:

(1) This pre-award authority is not a legal or moral commitment that the project(s) will be approved for FTA assistance or that FTA will obligate Federal funds. Furthermore, it is not a legal or moral commitment that all items undertaken by the applicant will be eligible for inclusion in the project(s).

(2) All FTA statutory, procedural, and contractual requirements must be met at the appropriate time.

(3) No action will be taken by the grantee that prejudices the legal and administrative findings which the Federal Transit Administrator must make in order to approve a project.

(4) Local funds expended by the grantee pursuant to and after the date of this authority will be eligible for credit toward local match or reimbursement if FTA later makes a grant for the project(s) or project amendment(s).

(5) The Federal amount of any future FTA assistance to the grantee for the project will be determined on the basis of the overall scope of activities and the prevailing statutory provisions with respect to the Federal/local match ratio at the time the funds are obligated.

(6) For funds to which this authority applies, the authority expires with the lapsing of the fiscal year funds.

C. Environmental, Planning, and Other Federal Requirements

FTA emphasizes that all of the Federal grant requirements must be met for the project to remain eligible for Federal funding. Some of these requirements must be met before pre-award costs are incurred, notably the requirements of the National Environmental Policy Act (NEPA), and the planning requirements. Compliance with NEPA and other environmental laws or executive orders (e.g., protection of parklands, wetlands, historic properties) must be completed *before* state or local funds are spent on implementing activities such as final design, construction, and acquisition for a project that is expected to be subsequently funded with FTA funds. Depending on which class the project is included under in FTA environmental regulations (23 CFR part 771), the grantee may not advance the project beyond planning and preliminary engineering before FTA has approved either a categorical exclusion (refer to 23 CFR part 771.117(d)), a finding of no

significant impact, or a final environmental impact statement. The conformity requirements of the Clean Air Act (40 CFR part 93) also must be fully met before the project may be advanced with non-Federal funds.

Similiarly, the requirement that a project be included in a locally adopted metropolitan transportation improvement program and federally approved statewide transportation improvement program must be followed before the project may be advanced with non-Federal funds. In addition, Federal procurement procedures, as well as the whole range of Federal requirements, must be followed for projects in which Federal funding will be sought in the future. Failure to follow any such requirements could make the project ineligible for Federal funding. In short, this increased administrative flexibility requires a grantee to make certain that no Federal requirements are circumvented through the use of pre-award authority. If a grantee has questions or concerns regarding the environmental requirements, or any other Federal requirements that must be met before incurring costs, it should contact the appropriate regional office.

Before an applicant may incur costs either for activities expected to be funded by New Start funds, or for Bus Capital projects not listed in this notice or previous notices, it must first obtain a written LONP from FTA. To obtain an LONP, a grantee must submit a written request accompanied by adequate information and justification to the appropriate FTA regional office.

XVII. Letter of No Prejudice Policy (Prior Approval of Pre-Award Authority)

A. Policy

The latest guidance on Letters of No Prejudice (LONP) policy and procedures is contained in an October 21, 1982 **Federal Register** Notice. Since the issuance of that notice in 1982 there have been many changes to the FTA program including automatic pre-award authority for formula funds, flexible funds transferred from the FHWA and for bus earmarks. The 1982 policy was based on the philosophy that LONPs would only be issued under the most extenuating circumstances. With substantial experience with automatic pre-award authority, this philosophy is no longer an accurate reflection of FTA policy. This **Federal Register** Notice supersedes the Letter of No Prejudice (LONP) policy issued October 21, 1982.

LONP authority allows an applicant to incur costs on a future project utilizing non-Federal resources with the understanding that the costs incurred subsequent to the issuance of the LONP may be reimbursable as eligible expenses or eligible for credit toward the local match should the FTA approve the project at a later date. LONPs are applicable to projects not covered by automatic pre-award authority. The majority of LONPs will be for New Starts not covered under a full funding grant agreement or for Section 5309 bus funds not yet appropriated by Congress. At the end of an authorization period, there may be LONPs for formula funds beyond the life of the current authorization.

Under most circumstances the LONP will cover the total project. Under certain circumstances the LONP may be issued for local match only. In such cases the local match would be to permit real estate to be used for match for the project at a later date.

B. Conditions

The following conditions apply to all LONPs.

(1) LONP pre-award authority is not a legal or moral commitment that the project(s) will be approved for FTA assistance or that FTA will obligate Federal funds. Furthermore, it is not a legal or moral commitment that all items undertaken by the applicant will be eligible for inclusion in the project(s).

(2) All FTA statutory, procedural, and contractual requirements must be met.

(3) No action will be taken by the grantee that prejudices the legal and administrative findings which the Federal Transit Administrator must make in order to approve a project.

(4) Local funds expended by the grantee pursuant to and after the date of the LONP will be eligible for credit toward local match or reimbursement if FTA later makes a grant for the project(s) or project amendment(s).

(5) The Federal amount of any future FTA assistance to the grantee for the project will be determined on the basis of the overall scope of activities and the prevailing statutory provisions with respect to the Federal/local match ratio at the time the funds are obligated.

(6) For funds to which this pre-award authority applies, the authority expires with the lapsing of the fiscal year funds.

C. Environmental, Planning, and Other Federal Requirements

As with automatic pre-award authority, FTA emphasizes that all of the Federal grant requirements must be met for the project to remain eligible for Federal funding. Some of these requirements must be met before pre-award costs are incurred, notably the requirements of the National Environmental Policy Act (NEPA), and the planning requirements. Compliance with NEPA and other environmental laws or executive orders (e.g., protection of parklands, wetlands, historic properties) must be completed before state or local funds are spent on implementation activities such as final design, construction, or acquisition for a project expected to be subsequently funded with FTA funds. Depending on which class the project is included under in FTA's environmental regulations (23 CFR part 771), the grantee may not advance the project beyond planning and preliminary engineering before FTA has approved either a categorical exclusion (refer to 23 CFR part 771.117(d)), a finding of no significant impact, or a final environmental impact statement. The conformity requirements of the Clean Air Act (40 CFR part 93) also must be fully met before the project may be advanced with non-Federal funds.

Similarly, the requirement that a project be included in a locally adopted metropolitan transportation improvement program and federally approved statewide transportation improvement program must be followed before the project may be advanced with non-Federal funds. In addition, Federal procurement procedures, as well as the whole range of Federal requirements, must be followed for projects in which Federal funding will be sought in the future. Failure to follow any such requirements could make the project ineligible for Federal funding. In short, this pre-award authority requires a grantee to make certain that no Federal requirements are circumvented. If a grantee has questions or concerns regarding the environmental requirements, or any other Federal requirements that must be met before incurring costs, it should contact the appropriate regional office.

D. Request for LONP

Before an applicant may incur costs for a project not covered by automatic pre-award authority, it must first submit a written request for an LONP to the appropriate regional office. This written request must include a description of the project for which pre-award authority is desired and a justification for the request.

XVIII. State Infrastructure Banks

The State Infrastructure Bank (SIB) pilot program was authorized in the National Highway System Designation Act of 1995. It allows the creation of state-level institutions that can use Federal Highway Administration (FHWA) and FTA funds to make loans

and loan guarantees (and other forms of credit enhancement) to transit and highway projects. The SIBs may earn interest on deposits of Federal funds, and they may charge below-market interest rates on long-term loans.

While 31 states established SIBs under the NHS Act authorizations, TEA–21 only renewed this authority to four states—California, Florida, Missouri, and Rhode Island. Thus, the original SIBs may continue to function with funds appropriated for their use in 1996 and 1997, but only the four SIBs authorized in TEA–21 will be allowed to use fiscal year 1998 and subsequent year grant funds for capitalization. These states may use up to 100 percent of their highway or transit formula funds for capitalization, but there are no additional funds apportioned specifically to SIBs. TEA–21 also allowed the four authorized SIBs to use any Federal capital funds to make loans to highway, transit, and rail projects—a significant increase in flexibility.

XIX. FTA Home Page on the Internet

FTA provides extended customer service by making available transit information on the FTA Home Page web site, including this Apportionment Notice. Also posted on the web site are FTA program circulars: C9030.1C, Urbanized Area Formula Program: Grant Application Instructions, dated October 1, 1998; C9040.1E, Nonurbanized Area Formula Program Guidance and Grant Application Instructions, dated October 1, 1998; C9070.1E, Elderly and Persons with Disabilities Program Guidance and Application Instructions, dated October 1, 1998; C9300.1A, Capital Program: Grant Application Instructions, dated October 1, 1998; 4220.1D, Third Party Contracting Requirements, dated April 15, 1996; C5010.1C, Grant Management Guidelines, dated October 1, 1998; and C8100.1B, Program Guidance and Application Instructions for Metropolitan Planning Program Grants, dated October 25, 1996. The fiscal year 1999 Annual List of Certifications and Assurances is also posted on the FTA web site. Other documents on the FTA web site of particular interest to public transit providers and users include the 1997 Statistical Summaries of FTA Grant Assistance Programs, and the National Transit Database Profiles.

The FTA Home Page may be accessed at: http://www.fta.dot.gov. FTA circulars and other guidance are at: http://www.fta.dot.gov/program.

Grantees should check our web site frequently to keep up to date on new postings.

XX. 1999 Annual List of Certifications and Assurances

The Fiscal Year 1999 Annual List of Certifications and Assurances is published in conjunction with the Apportionments, as per 49 U.S.C. section 5307(k). It appears as a separate Part of the **Federal Register** on the same date whenever possible. The 1999 list contains several changes to the previous year's **Federal Register** publication. (1) All applicants for FTA Capital Program or Formula Program assistance, and current grantees with an active project financed with FTA Capital Program or Formula Program assistance, will be required to provide the Appendix A Certifications and Assurances within 90 days from the date of the above **Federal Register** publication or with its first grant application in fiscal year 1999, whichever comes first. (2) The attorney signature from previous years on the single signature page is not acceptable. A current attorney's affirmation is required to certify applicant's legal authority to comply with fiscal year 1999 FTA funding assistance. (3) As in previous years, the grant applicant should (when possible) certify electronically, indicating that a current attorney's signature is on file. (4) The applicant is advised that Transit Enhancement activities (49 U.S.C. 5307(k)) require an annual report listing projects carried out during the previous year.

The fiscal year 1999 Annual List of Certifications and Assurances is accessible on the Internet at www.fta.dot.gov. Any questions regarding this document may be addressed to the appropriate Regional Office or to Pat Berkley, Office of Program Management, Federal Transit Administration, (202) 366–6470.

XXI. Grant Application Procedures

All applications for FTA funds should be submitted to the appropriate FTA Regional Office. As described in Section V, FTA is expecting that most applications will be filed electronically in FY 1999 using the new TEAM system. Formula grant applications should be prepared in conformance with the following FTA Circulars: Program Guidance and Application Instructions for Metropolitan Planning Program Grants—C8100.1B, October 25, 1996; Urbanized Area Formula Program: Grant Application Instructions—C9030.1C, October 1, 1998; Nonurbanized Area Formula Program Guidance and Grant Application Instructions—C9040.1E, October 1, 1998; Section 5310 Elderly and Persons with Disabilities Program Guidance and Application Instructions C9070.1E, October 1, 1998; and Section 5309 Capital Program: Grant Application Instructions—C9300.1A, October 1, 1998. Applications for STP ''flexible'' fund grants should be prepared in the same manner as the apportioned funds under the Urbanized Area Formula, Nonurbanized Area Formula, or Elderly and Persons with Disabilities Programs. Guidance on preparation of applications for State Planning and Research funds may be obtained from each FTA Regional Office. Copies of circulars are available from FTA Regional Offices as well as the FTA Home Page on the Internet.

Issued on: October 29, 1998.

Gordon J. Linton,

Administrator.

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TABLE 1

FEDERAL TRANSIT ADMINISTRATION

FY 1999 APPROPRIATIONS FOR GRANT PROGRAMS

SOURCES OF FUNDS	FY 1999 APPROPRIATIONS
TRANSIT PLANNING AND RESEARCH PROGRAMS	
Planning:	
Section 5303 Metropolitan Planning Program	$43,841,600
Reapportioned Funds Added	59,598
Total Apportioned	$43,901,198
Section 5313(b) State Planning and Research Program	$9,158,400
Reapportioned Funds Added	98,848
Total Apportioned	$9,257,248
Research:	
Section 5311(b) Rural Transit Assistance Program (RTAP)	$5,250,000
Reapportioned Funds Added	151,831
Total Apportioned	$5,401,831
FORMULA PROGRAMS	$2,850,000,000
Alaska Railroad (Section 5307)	4,849,950
Less Oversight (one-half percent)	(24,250)
Total Available	4,825,700
Section 5308 Clean Fuels Formula Program	50,000,000 a/
Over-the-Road Bus Accessibility Program	2,000,000
Section 5307 Urbanized Area Formula Program	
91.23% of Total Available for Sections 5307, 5311, and 5310	$2,548,190,791
Less Oversight (one-half percent)	(12,740,954)
Reapportioned Funds Added	5,055,703
Total Apportioned	$2,540,505,540
Section 5311 Nonurbanized Area Formula Program	
6.37% of Total Available for Sections 5307, 5311, and 5310	$177,923,658
Less Oversight (one-half percent)	(889,618)
Reapportioned Funds Added	822,682
Total Apportioned	$177,856,722
Section 5310 Elderly and Persons with Disabilities Formula Program	
2.4% of Total Available for Sections 5307, 5311, and 5310	$67,035,601
Reapportioned Funds Added	100,621
Total Apportioned	$67,136,222
CAPITAL PROGRAM	$2,257,000,000
Section 5309 Fixed Guideway Modernization	$902,800,000
Less Oversight (three-fourth percent)	(6,771,000)
Total Apportioned	$896,029,000
Section 5309 New Starts	$902,800,000
Less Oversight (three-fourth percent)	(6,771,000)
Total Allocated	$896,029,000
Section 5309 Bus	$501,400,000 b/
Less Oversight (three-fourth percent)	(3,760,500)
Total Allocated	$497,639,500
JOB ACCESS AND REVERSE COMMUTE PROGRAM (Section 3037, TEA-21)	$75,000,000
TOTAL APPROPRIATIONS (Above Grant Programs)	$5,240,250,000

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a/ The FY 1999 Appropriations Act transfers $50,000,000 to the Bus Category of the Capital Program.
b/ Includes $451,400,000 plus $50,000,000 transferred from the Clean Fuels Formula Program.

TABLE 2

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5303 METROPOLITAN PLANNING PROGRAM AND SECTION 5313(b) STATE PLANNING AND RESEARCH PROGRAM APPORTIONMENTS

STATE	FY 1999 SECTION 5303 APPORTIONMENT	FY 1999 SECTION 5313(b) APPORTIONMENT
Alabama	$384,440	$101,355
Alaska	175,605	46,286
Arizona	699,026	146,306
Arkansas	175,605	46,286
California	7,482,037	1,402,810
Colorado	571,100	130,982
Connecticut	512,969	135,272
Delaware	175,605	46,286
District of Columbia	236,694	46,286
Florida	2,392,714	560,635
Georgia	847,148	179,614
Hawaii	175,605	46,286
Idaho	175,605	46,286
Illinois	2,564,877	467,049
Indiana	622,689	148,326
Iowa	196,974	51,926
Kansas	227,672	56,110
Kentucky	272,747	70,336
Louisiana	471,350	122,731
Maine	175,605	46,286
Maryland	1,019,100	197,285
Massachusetts	1,242,933	260,573
Michigan	1,601,331	320,181
Minnesota	650,198	130,603
Mississippi	175,605	46,286
Missouri	718,958	153,287
Montana	175,605	46,286
Nebraska	175,605	46,286
Nevada	190,387	50,188
New Hampshire	175,605	46,286
New Jersey	2,175,970	365,189
New Mexico	175,605	46,286
New York	4,418,750	777,583
North Carolina	524,905	138,421
North Dakota	175,605	46,286
Ohio	1,512,725	366,700
Oklahoma	282,947	74,604
Oregon	317,882	78,224
Pennsylvania	1,962,133	397,026
Puerto Rico	475,683	117,070
Rhode Island	175,605	46,286
South Carolina	298,025	78,592
South Dakota	175,605	46,286
Tennessee	463,404	122,179
Texas	2,982,127	626,441
Utah	275,638	72,688
Vermont	175,605	46,286
Virginia	980,769	210,961
Washington	781,819	177,084
West Virginia	175,605	46,286
Wisconsin	557,792	135,769
Wyoming	175,605	46,286
TOTAL	$43,901,198	$9,257,248

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TABLE 3

FEDERAL HIGHWAY ADMINISTRATION

FY 1999 METROPOLITAN PLANNING PROGRAM (PL)
AND ESTIMATED STATE PLANNING AND RESEARCH (SP&R) PROGRAM APPORTIONMENTS

STATE	FY 1999 PL APPORTIONMENT	ESTIMATED FY 1999 SP&R APPORTIONMENT
Alabama	$2,076,485	$8,902,792
Alaska	935,077	5,941,876
Arizona	2,997,412	7,821,349
Arkansas	935,077	6,417,059
California	28,739,677	44,490,903
Colorado	2,683,477	5,794,862
Connecticut	2,771,365	7,423,413
Delaware	935,077	2,239,588
District/Col	935,077	1,931,292
Florida	11,485,908	22,828,491
Georgia	3,679,818	16,861,638
Hawaii	935,077	2,503,519
Idaho	935,077	3,634,029
Illinois	9,568,581	16,206,732
Indiana	3,038,806	11,521,315
Iowa	1,063,827	5,870,297
Kansas	1,149,541	5,703,445
Kentucky	1,440,989	7,605,645
Louisiana	2,514,419	7,642,968
Maine	935,077	2,587,769
Maryland	4,041,840	7,182,248
Massachusetts	5,338,449	8,955,734
Michigan	6,559,638	15,272,015
Minnesota	2,675,707	7,168,169
Mississippi	935,077	5,829,406
Missouri	3,140,445	11,422,463
Montana	935,077	5,058,513
Nebraska	935,077	3,918,951
Nevada	1,028,212	3,606,677
New Hampshire	935,077	2,459,889
New Jersey	7,481,735	12,346,515
New Mexico	935,077	4,851,457
New York	15,930,590	24,430,587
North Carolina	2,835,883	13,349,356
North Dakota	935,077	3,307,642
Ohio	7,512,695	16,140,061
Oklahoma	1,528,437	7,606,520
Oregon	1,602,601	5,840,992
Pennsylvania	8,133,985	21,187,529
Rhode Island	930,524	2,989,826
South Carolina	1,610,139	7,893,992
South Dakota	935,077	3,500,172
Tennessee	2,503,121	9,935,503
Texas	12,834,093	35,661,580
Utah	1,489,173	3,776,372
Vermont	935,077	2,279,663
Virginia	4,322,033	12,356,714
Washington	3,627,977	8,582,923
West Virginia	935,077	3,931,098
Wisconsin	2,781,549	9,764,256
Wyoming	935,077	3,502,738
TOTAL	$187,015,440	$478,038,539

TABLE 4

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FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 ONE PERCENT TRANSIT ENHANCEMENT	FY 1999 APPORTIONMENT
OVER 1,000,000 IN POPULATION	$18,686,665	$1,868,666,460
200,000-1,000,000 IN POPULATION	4,275,886	427,588,610
50,000-200,000 IN POPULATION		244,250,470
NATIONAL TOTAL	$22,962,551	$2,540,505,540

URBANIZED AREA/STATE	FY 1999 ONE PERCENT TRANSIT ENHANCEMENT	FY 1999 APPORTIONMENT
Amounts Apportioned to Urbanized Areas Over 1,000,000 in Population:		
Atlanta, GA	$396,558	$39,655,773
Baltimore, MD	299,507	29,950,715
Boston, MA	709,339	70,933,901
Chicago, IL-Northwestern IN	1,671,136	167,113,625
Cincinnati, OH-KY	128,262	12,826,177
Cleveland, OH	221,096	22,109,564
Dallas-Fort Worth, TX	384,788	38,478,792
Denver, CO	232,029	23,202,920
Detroit, MI	314,808	31,480,777
Ft Lauderdale-Hollywood-Pompano Beach, FL.	195,505	19,550,458
Houston, TX	383,207	38,320,702
Kansas City, MO-KS	85,838	8,583,754
Los Angeles, CA	1,718,494	171,849,410
Miami-Hialeah, FL	332,670	33,266,984
Milwaukee, WI	167,651	16,765,116
Minneapolis-St. Paul, MN	230,775	23,077,459
New Orleans, LA	139,207	13,920,676
New York, NY-Northeastern NJ	5,346,716	534,671,553
Norfolk-Virginia Beach-Newport News, VA	113,044	11,304,420
Philadelphia, PA-NJ	948,638	94,863,784
Phoenix, AZ	202,335	20,233,534
Pittsburgh, PA	269,344	26,934,356
Portland-Vancouver, OR-WA	208,272	20,827,208
Riverside-San Bernardino, CA	153,995	15,399,481
Sacramento, CA	119,279	11,927,923
San Antonio, TX	163,258	16,325,781
San Diego, CA	357,152	35,715,164
San Francisco-Oakland, CA	983,628	98,362,792
San Jose, CA	260,842	26,084,237
San Juan, PR	292,240	29,223,983
Seattle, WA	490,406	49,040,591
St. Louis, MO-IL	216,828	21,682,750
Tampa-St. Petersburg-Clearwater, FL	139,421	13,942,148
Washington, DC-MD-VA	810,400	81,039,952
TOTAL	$18,686,665	$1,868,666,460

TABLE 4

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FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 ONE PERCENT TRANSIT ENHANCEMENT	FY 1999 APPORTIONMENT
Amounts Apportioned to Urbanized Areas 200,000 to 1,000,000 in Population:		
Akron, OH	$51,899	$5,189,924
Albany-Schenectady-Troy, NY	57,573	5,757,348
Albuquerque, NM	47,656	4,765,584
Allentown-Bethlehem-Easton, PA-NJ	41,321	4,132,116
Anchorage, AK	21,487	2,148,748
Ann Arbor, MI	30,713	3,071,271
Augusta, GA-SC	17,124	1,712,358
Austin, TX	110,708	11,070,829
Bakersfield, CA	31,182	3,118,240
Baton Rouge, LA	26,268	2,626,751
Birmingham, AL	36,735	3,673,523
Bridgeport-Milford, CT	54,158	5,415,845
Buffalo-Niagara Falls, NY	105,436	10,543,566
Canton, OH	16,931	1,693,143
Charleston, SC	27,948	2,794,798
Charlotte, NC	52,318	5,231,811
Chattanooga, TN-GA	20,566	2,056,646
Colorado Springs, CO	34,812	3,481,215
Columbia, SC	24,714	2,471,396
Columbus, GA-AL	14,394	1,439,372
Columbus, OH	97,186	9,718,611
Corpus Christi, TX	33,086	3,308,575
Davenport-Rock Island-Moline, IA-IL	24,622	2,462,183
Dayton, OH	102,436	10,243,601
Daytona Beach, FL	28,411	2,841,098
Des Moines, IA	32,736	3,273,626
Durham, NC	28,839	2,883,911
El Paso, TX-NM	72,462	7,246,167
Fayetteville, NC	15,174	1,517,435
Flint, MI	35,061	3,506,091
Fort Myers-Cape Coral, FL	20,929	2,092,870
Fort Wayne, IN	17,280	1,727,970
Fresno, CA	47,336	4,733,622
Grand Rapids, MI	36,238	3,623,812
Greenville, SC	11,763	1,176,317
Harrisburg, PA	19,857	1,985,693
Hartford-Middletown, CT	78,804	7,880,363
Honolulu, HI	187,559	18,755,942
Indianapolis, IN	80,793	8,079,324
Jackson, MS	17,108	1,710,793
Jacksonville, FL	68,795	6,879,494
Knoxville, TN	22,704	2,270,441
Lansing-East Lansing, MI	29,249	2,924,937
Las Vegas, NV	121,276	12,127,602
Lawrence-Haverhill, MA-NH	28,687	2,868,684
Lexington-Fayette, KY	17,493	1,749,275
Little Rock-North Little Rock, AR	25,353	2,535,304
Lorain-Elyria, OH	11,875	1,187,450
Louisville, KY-IN	95,488	9,548,770
Madison, WI	41,154	4,115,362

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FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 ONE PERCENT TRANSIT ENHANCEMENT	FY 1999 APPORTIONMENT
Amounts Apportioned to Urbanized Areas 200,000 to 1,000,000 in Population (Continued):		
McAllen-Edinburg-Mission, TX	12,353	1,235,281
Melbourne-Palm Bay, FL	29,990	2,999,044
Memphis, TN-AR-MS	82,401	8,240,086
Mobile, AL	18,555	1,855,467
Modesto, CA	25,581	2,558,100
Montgomery, AL	11,391	1,139,097
Nashville, TN	43,583	4,358,321
New Haven-Meriden, CT	93,962	9,396,199
Ogden, UT	28,631	2,863,135
Oklahoma City, OK	44,330	4,432,983
Omaha, NE-IA	50,402	5,040,205
Orlando, FL	129,812	12,981,167
Oxnard-Ventura, CA	61,070	6,106,959
Pensacola, FL	17,940	1,794,044
Peoria, IL	18,773	1,877,306
Providence-Pawtucket, RI-MA	136,356	13,635,647
Provo-Orem, UT	26,902	2,690,192
Raleigh, NC	26,792	2,679,242
Reno, NV	29,832	2,983,208
Richmond, VA	52,429	5,242,875
Rochester, NY	63,388	6,338,752
Rockford, IL	16,956	1,695,578
Salt Lake City, UT	113,105	11,310,465
Sarasota-Bradenton, FL	35,223	3,522,324
Scranton-Wilkes-Barre, PA	28,433	2,843,266
Shreveport, LA	23,717	2,371,683
South Bend-Mishawaka, IN-MI	19,689	1,968,874
Spokane, WA	53,461	5,346,148
Springfield, MA-CT	56,356	5,635,592
Stockton, CA	32,373	3,237,281
Syracuse, NY	41,060	4,105,993
Tacoma, WA	93,890	9,388,974
Toledo, OH-MI	43,130	4,313,030
Trenton, NJ-PA	37,739	3,773,888
Tucson, AZ	73,681	7,368,088
Tulsa, OK	40,689	4,068,932
West Palm Beach-Boca Raton-Delray Bch, FL	141,108	14,110,838
Wichita, KS	26,588	2,658,823
Wilmington, DE-NJ-MD-PA	59,475	5,947,520
Worcester, MA-CT	38,827	3,882,744
Youngstown-Warren, OH	22,215	2,221,452
TOTAL	$4,275,886	$427,588,610

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FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 APPORTIONMENT
Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 200,000 in Population:	
ALABAMA:	$4,582,699
Anniston, AL	442,033
Auburn-Opelika, AL	354,643
Decatur, AL	404,757
Dothan, AL	339,964
Florence, AL	473,623
Gadsden, AL	418,603
Huntsville	1,328,831
Tuscaloosa, AL	820,245
ALASKA:	$0
ARIZONA:	$1,199,549
Flagstaff, AZ	471,905
Yuma, AZ-CA (AZ)	727,644
ARKANSAS:	$1,750,921
Fayetteville-Springdale, AR	483,223
Fort Smith, AR-OK (AR)	657,799
Pine Bluff, AR	444,527
Texarkana, TX-AR (AR)	165,372
CALIFORNIA:	$26,820,118
Antioch-Pittsburg, CA	1,516,742
Chico, CA	662,241
Davis, CA	803,918
Fairfield, CA	976,388
Hemet-San Jacinto, CA	814,596
Hesperia-Apple Valley-Victorville, CA	1,039,187
Indio-Coachella, CA	492,564
Lancaster-Palmdale, CA	1,747,941
Lodi, CA	684,310
Lompoc, CA	420,272
Merced, CA	747,162
Napa, CA	780,703
Palm Springs, CA	972,625
Redding, CA	562,388
Salinas, CA	1,479,937
San Luis Obispo, CA	700,846
Santa Barbara, CA	2,289,533
Santa Cruz, CA	1,183,891
Santa Maria, CA	1,077,116
Santa Rosa, CA	2,088,408
Seaside-Monterey, CA	1,403,367
Simi Valley, CA	1,328,387
Vacaville, CA	806,429
Visalia	921,118
Watsonville, CA	507,460
Yuba City, CA	809,706

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FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 APPORTIONMENT
CALIFORNIA (Continued):	
Yuma, AZ-CA (CA)	2,883
COLORADO:	$4,941,869
Boulder, CO	1,099,640
Fort Collins, C0	915,895
Grand Junction, CO	521,475
Greeley, CO	732,548
Longmont, CO	667,563
Pueblo, CO	1,004,748
CONNECTICUT:	$16,212,075
Bristol, CT	778,914
Danbury, CT-NY (CT)	2,715,801
New Britain, CT	1,458,510
New London-Norwich, CT	1,173,673
Norwalk, CT	2,872,513
Stamford, CT-NY (CT)	3,658,880
Waterbury, CT	3,553,784
DELAWARE:	$372,828
Dover, DE	372,828
FLORIDA:	$11,362,965
Deltona, FL	377,814
Fort Pierce, F	905,046
Fort Walton Beach, FL	877,324
Gainesville, FL	1,124,346
Kissimmee, FL	523,686
Lakeland, FL	1,149,424
Naples, FL	756,477
Ocala, FL	508,161
Panama City, FL	762,610
Punta Gorda, FL	498,701
Spring Hill, FL	381,230
Stuart, FL	665,182
Tallahassee, FL	1,281,699
Titusville, FL.	366,897
Vero Beach, FL	464,661
Winter Haven, FL.	719,707
GEORGIA:	$4,974,993
Albany, GA.	616,216
Athens, GA.	590,809
Brunswick, GA	339,990
Macon, GA.	1,104,470
Rome, GA.	346,601

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FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 APPORTIONMENT
GEORGIA (Continued):	
Savannah, GA	1,445,082
Warner Robins, GA	531,825
HAWAII:	$1,322,222
Kailua, HI	1,322,222
IDAHO:	$2,616,914
Boise City, ID	1,601,327
Idaho Falls, ID	574,044
Pocatello, ID	441,543
ILLINOIS:	$11,986,789
Alton, IL	647,802
Aurora, IL	1,814,304
Beloit, WI-IL (IL)	82,794
Bloomington-Normal, IL	1,043,611
Champaign-Urbana, IL	1,472,738
Crystal Lake, IL	591,321
Decatur, IL	829,010
Dubuque, IA-IL (IL)	19,311
Elgin, IL	1,308,750
Joliet, IL	1,513,295
Kankakee, IL.	593,925
Round Lake Beach-McHenry, IL-WI (IL)	861,841
Springfield, IL.	1,208,087
INDIANA:	$6,991,216
Anderson, IN	565,089
Bloomington, IN	843,252
Elkhart-GosheN, IN	845,152
Evansville, IN-KY (IN)	1,565,638
Kokomo, IN	569,065
Lafayette-West Lafayette, IN	1,131,334
Muncie, IN	831,673
Terre Haute, IN	640,013
IOWA:	$3,805,936
Cedar Rapids, IA	1,182,758
Dubuque, IA-IL (IA)	575,692
Iowa City, IA	681,475
Sioux City, IA-NE-SD (IA)	629,410
Waterloo-Cedar Falls, IA	736,601
KANSAS:	$1,847,900
Lawrence, KS	699,761
St. Joseph, MO-KS (KS)	5,776
Topeka, KS	1,142,363
KENTUCKY:	$1,456,447
Clarksville, TN-KY (KY)	177,717
Evansville, IN-KY (KY)	218,231

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FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 APPORTIONMENT
KENTUCKY (Continued):	
Huntington-Ashland, WV-KY-OH ((KY)	435,190
Owensboro, KY	625,309
LOUISIANA:	$4,313,404
Alexandria, LA	629,449
Houma, LA	442,753
Lafayette, LA	1,089,098
Lake Charles, LA	874,854
Monroe, LA	831,853
Slidell, LA	445,397
MAINE:	$1,877,272
Bangor, ME	385,748
Lewiston-Auburn, ME	448,233
Portland, ME	958,425
Portsmouth-Dover-Rochester, NH-ME (ME)	84,866
MARYLAND	$2,087,616
Annapolis, MD	679,940
Cumberland, MD-WV (MD)	361,629
Frederick, MD	490,610
Hagerstown, MD-PA-WV (MD)	555,437
MASSACHUSETTS	$8,267,918
Brockton, MA	1,510,303
Fall River, MA-RI (MA)	1,473,036
Fitchburg-Leominster, MA	596,940
Hyannis, MA	426,278
Lowell, MA-NH (MA)	1,869,518
New Bedford, MA	1,620,029
Pittsfield, MA	385,881
Taunton, MA	385,933
MICHIGAN:	$7,055,510
Battle Creek, MI	589,268
Bay City, MI	658,307
Benton Harbor, MI	476,171
Holland, MI	534,415
Jackson, MI	657,945
Kalamazoo, MI	1,420,803
Muskegon, MI	866,631
Port Huron, MI	570,347
Saginaw, MI	1,281,623
MINNESOTA:	$2,514,376
Duluth, MN-WI (MN)	611,857
Fargo-Moorhead, ND-MN (MN)	353,780
Grand Forks, ND-MN (MN)	77,536
La Crosse, WI-MN (MN)	37,982
Rochester, MN	690,112
St. Cloud, MN	743,109

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FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 APPORTIONMENT
MISSISSIPPI:	$2,158,644
Biloxi-Gulfport, MS	1,336,479
Hattiesburg, MS	416,541
Pascagoula, MS	405,624
MISSOURI:	$2,974,641
Columbia, MO	587,270
Joplin, MO	412,426
Springfield, MO	1,385,436
St. Joseph, MO-KS (MO)	589,509
MONTANA:	$1,980,223
Billings, MT	763,692
Great Falls, MT	712,158
Missoula, MT	504,373
NEBRASKA:	$2,201,399
Lincoln, NE	2,106,170
Sioux City, IA-NE-SD (NE)	95,229
NEVADA:	$0
NEW HAMPSHIRE:	$2,673,292
Lowell, MA-NH (NH)	5,472
Manchester, NH	1,120,686
Nashua, NH	896,176
Portsmouth-Dover-Rochester, NH-ME (NH)	650,958
NEW JERSEY:	$2,025,512
Atlantic City, NJ	1,459,929
Vineland-Millville, NJ	565,583
NEW MEXICO:	$1,103,002
Las Cruces, NM	612,722
Santa Fe, NM	490,280
NEW YORK:	$6,119,802
Binghamton, NY	1,536,094
Danbury, CT-NY (NY)	20,820
Elmira, NY	630,769
Glens Falls, NY	433,770
Ithaca, NY	437,794
Newburgh, NY	568,490
Poughkeepsie, NY	1,194,188
Stamford, CT-NY (NY)	141
Utica-Rome, NY	1,297,736
NORTH CAROLINA:	$9,934,916
Asheville, NC	766,849
Burlington, NC	556,284
Gastonia, NC	814,533

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FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 APPORTIONMENT
NORTH CAROLINA (Continued):	
Goldsboro, NC	423,006
Greensboro, NC	1,751,898
Greenville, NC	487,046
Hickory, NC	464,508
High Point, NC	783,333
Jacksonville, NC	756,277
Kannapolis, NC	545,967
Rocky Mount, NC	436,434
Wilmington, NC	713,848
Winston-Salem, NC	1,434,933
NORTH DAKOTA:	$1,930,338
Bismarck, ND	556,628
Fargo-Moorhead, ND-MN (ND)	805,027
Grand Forks, ND-MN (ND)	568,683
OHIO:	$5,307,535
Hamilton, OH	1,097,021
Huntington-Ashland, WV-KY-OH (OH)	279,360
Lima, OH	599,557
Mansfield, OH	578,849
Middletown, OH	754,261
Newark, OH	459,562
Parkersburg, WV-OH (OH)	68,051
Sharon, PA-OH (OH)	44,874
Springfield, OH	872,476
Steubenville-Weirton, OH-WV-PA (OH)	313,885
Wheeling, WV-OH (OH)	239,639
OKLAHOMA:	$826,089
Fort Smith, AR-OK (OK)	14,492
Lawton, OK	811,597
OREGON:	$4,308,032
Eugene-Springfield, OR	2,027,885
Longview, WA-OR (OR)	13,486
Medford, OR	626,710
Salem, OR	1,639,951
PENNSYLVANIA:	$11,261,967
Altoona, PA	769,349
Erie, PA	1,979,133
Hagerstown, MD-PA-WV (PA)	6,780
Johnstown, PA	709,460
Lancaster, PA	1,789,392
Monessen, PA	486,965
Pottstown, PA	462,103
Reading, PA	2,088,802
Sharon, PA-OH (PA)	323,516
State College, PA	673,313
Steubenville-Weirton, OH-WV-PA (PA)	2,352

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FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 APPORTIONMENT
PENNSYLANIA (Continued):	
Williamsport, PA	564,417
York, PA	1,406,385
PUERTO RICO:	$10,403,677
Aguadilla, PR	910,181
Arecibo, PR	850,450
Caguas, PR	2,227,209
Cayey, PR	658,503
Humacao, PR	569,922
Mayaguez, PR	1,224,476
Ponce, PR	2,724,832
Vega Baja-Manati, PR	1,238,104
RHODE ISLAND:	$662,223
Fall River, MA-RI (RI)	151,810
Newport, RI	510,413
SOUTH CAROLINA:	$2,804,442
Anderson, SC	377,175
Florence, SC	387,954
Myrtle Beach, SC	406,842
Rock Hill, SC	431,979
Spartanburg, SC	753,035
Sumter, SC	447,457
SOUTH DAKOTA:	$1,392,487
Rapid City, SD	443,486
Sioux City, IA-NE-SD (SD)	12,434
Sioux Falls, SD	936,567
TENNESSEE:	$2,155,124
Bristol, TN-Bristol, VA (TN)	201,439
Clarksville, TN-KY (TN)	491,143
Jackson, TN	371,749
Johnson City, TN	566,666
Kingsport, TN-VA (TN)	524,127
TEXAS:	$19,954,468
Abilene, TX	707,952
Amarillo, TX	1,313,093
Beaumont, TX	903,122
Brownsville, TX	1,312,657
Bryan-College Station, TX	879,269
Denton, TX	474,957
Galveston, TX	503,821
Harlingen, TX	645,136
Killeen, TX	1,233,967
Laredo, TX	1,558,455
Lewisville, TX	548,297
Longview, TX	539,455

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FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 APPORTIONMENT
TEXAS (Continued):	
Lubbock, TX	1,536,339
Midland, TX	673,147
Odessa, TX	746,765
Port Arthur, TX	814,606
San Angelo, TX	699,989
Sherman-Denison, TX	350,390
Temple, TX	397,790
Texarkana, TX-AR (TX)	320,984
Texas City, TX	853,238
Tyler, TX	667,208
Victoria, TX	462,523
Waco, TX	1,007,622
Wichita Falls, TX	803,686
UTAH:	$398,827
Logan, UT	398,827
VERMONT:	$699,824
Burlington, VT	699,824
VIRGINIA:	$4,645,393
Bristol, TN-Bristol, VA (VA)	143,411
Charlottesville, VA	667,960
Danville, VA	379,321
Fredericksburg, VA	445,333
Kingsport, TN-VA (VA)	27,075
Lynchburg, VA	635,465
Petersburg, VA	805,595
Roanoke, VA	1,541,233
WASHINGTON:	$4,389,977
Bellingham, WA	517,225
Bremerton, WA	1,001,963
Longview, WA-OR (WA)	437,656
Olympia, WA	779,534
Richland-Kennewick-Pasco, WA	813,227
Yakima, WA	840,372
WEST VIRGINIA	$3,373,920
Charleston, WV	1,357,272
Cumberland, MD-WV (WV)	16,233
Hagerstown, MD-PA-WV (WV)	4,100
Huntington-Ashland, WV-KY-OH (WV)	762,026
Parkersburg, WV-OH (WV)	490,080
Steubenville-Weirton, OH-WV-PA (WV)	210,854
Wheeling, WV-OH (WV)	533,355
WISCONSIN:	$9,236,235
Appleton-Neenah, WI	1,691,318
Beloit, WI-IL (WI)	362,538
Duluth, MN-WI (WI)	158,801

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FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1999 APPORTIONMENT
WISCONSIN (Continued):	
Eau Claire, WI	662,467
Green Bay, WI	1,284,567
Janesville, WI	487,538
Kenosha, WI	887,712
La Crosse, WI-MN (WI)	704,740
Oshkosh, WI	615,040
Racine, WI	1,371,072
Round Lake Beach-McHenry, IL-WI (WI)	514
Sheboygan, WI	579,479
Wausau, WI	430,449
WYOMING:	$966,944
Casper, WY	443,561
Cheyenne, WY	523,383
TOTAL	$244,250,470

TABLE 5

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5311 NONURBANIZED AREA FORMULA APPORTIONMENTS, AND SECTION 5311(b) RURAL TRANSIT ASSISTANCE PROGRAM (RTAP) ALLOCATIONS

STATE	FY 1999 SECTION 5311 APPORTIONMENT	FY 1999 SECTION 5311(b) RTAP APPORTIONMENT
Alabama	$4,248,431	$113,892
Alaska	633,533	72,291
America Samoa	90,298	11,039
Arizona	1,859,852	86,404
Arkansas	3,396,444	104,087
California	8,289,613	160,399
Colorado	1,769,501	85,364
Connecticut	1,605,104	83,472
Delaware	400,435	69,608
Florida	5,328,929	126,327
Georgia	6,211,659	136,486
Guam	257,058	12,958
Hawaii	697,164	73,023
Idaho	1,406,508	81,187
Illinois	5,698,850	130,584
Indiana	5,504,960	128,353
Iowa	3,540,844	105,749
Kansas	2,816,629	97,415
Kentucky	4,649,640	118,510
Louisiana	3,845,589	109,256
Maine	1,855,647	86,355
Maryland	2,316,686	91,661
Massachusetts	2,482,783	93,573
Michigan	6,723,802	142,380
Minnesota	3,869,159	109,528
Mississippi	3,775,797	108,453
Missouri	4,506,574	116,863
Montana	1,139,382	78,112
Nebraska	1,719,183	84,785
Nevada	561,287	71,459
New Hampshire	1,486,141	82,103
New Jersey	2,124,867	89,454
New Mexico	1,670,467	84,224
New York	7,479,788	151,080
North Carolina	7,945,744	156,442
North Dakota	842,624	74,697
Northern Marianas	83,680	10,963
Ohio	8,089,320	158,094
Oklahoma	3,458,101	104,797
Oregon	2,745,762	96,599
Pennsylvania	9,023,720	168,848
Puerto Rico	2,696,572	96,033
Rhode Island	345,435	68,975
South Carolina	3,976,885	110,767
South Dakota	1,027,093	76,820
Tennessee	5,133,703	124,080
Texas	10,838,678	189,737
Utah	778,593	73,960
Vermont	918,310	75,568
Virgin Islands	196,548	12,262
Virginia	4,551,526	117,380
Washington	3,189,197	101,702
West Virginia	2,711,736	96,208
Wisconsin	4,685,562	118,923
Wyoming	655,329	72,542
TOTAL	$177,856,722	$5,401,831

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FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES APPORTIONMENTS

STATE	FY 1999 SECTION 5310 APPORTIONMENT
Alabama	$1,162,378
Alaska	185,973
America Samoa	52,401
Arizona	1,025,265
Arkansas	813,232
California	6,281,547
Colorado	796,036
Connecticut	911,652
Delaware	278,916
District of Columbia	276,873
Florida	4,239,930
Georgia	1,506,200
Guam	132,985
Hawaii	353,839
Idaho	362,024
Illinois	2,742,062
Indiana	1,440,366
Iowa	873,989
Kansas	733,280
Kentucky	1,114,127
Louisiana	1,117,719
Maine	451,757
Maryland	1,122,989
Massachusetts	1,615,932
Michigan	2,346,547
Minnesota	1,138,772
Mississippi	790,171
Missouri	1,460,639
Montana	332,442
Nebraska	518,052
Nevada	386,321
New Hampshire	365,158
New Jersey	1,939,313
New Mexico	456,044
New York	4,489,066
North Carolina	1,712,480
North Dakota	283,521
Northern Marianas	52,193
Ohio	2,861,507
Oklahoma	961,937
Oregon	894,558
Pennsylvania	3,430,103
Puerto Rico	848,793
Rhode Island	402,491
South Carolina	929,939
South Dakota	305,884
Tennessee	1,371,842
Texas	3,542,449
Utah	425,226
Vermont	253,482
Virgin Islands	135,138
Virginia	1,426,983
Washington	1,280,162
West Virginia	680,485
Wisconsin	1,306,904
Wyoming	216,148
TOTAL	$67,136,222

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TABLE 7

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5309 FIXED GUIDEWAY MODERNIZATION APPORTIONMENTS

AREA	FY 1999 APPORTIONMENT
AZ Phoenix	$1,276,627
CA Los Angeles	14,941,327
CA Sacramento	2,028,850
CA San Diego	5,443,049
CA San Francisco	56,673,547
CA San Jose	7,206,601
CO Denver	1,072,768
CT Hartford	798,943
CT Southwestern Connecticut	33,739,745
DE Wilmington	661,929
DC Washington	31,797,959
FL Ft. Lauderdale	2,296,438
FL Jacksonville	55,928
FL Miami	6,789,118
FL Tampa	36,639
FL West Palm Beach	1,833,555
GA Atlanta	14,855,414
HI Honolulu	528,313
IL Chicago/Northwestern Indiana	113,008,639
LA New Orleans	2,305,868
MD Baltimore	4,491,596
MD Baltimore Commuter Rail	15,309,485
MA Boston	58,752,122
MA Lawrence-Haverhill	1,011,106
MI Detroit	318,620
MN Minneapolis	2,433,932
MO Kansas City	15,337
MO St. Louis	1,501,083
NJ Northeastern New Jersey	73,118,448
NJ Trenton	933,499
NY Buffalo	868,600
NY New York	300,814,329
OH Cleveland	11,840,591
OH Dayton	2,965,142
PA Philadelphia/Southern New Jersey	81,842,522
PA Pittsburgh	19,350,730
PR San Juan	1,326,488
OR Portland	2,267,470
RI-MA- Providence	1,800,384
TN Chattanooga	58,594
TX Dallas	602,792
TX Houston	3,852,288
VA Norfolk	464,097
WA Seattle	11,618,706
WA Tacoma	609,080
WI Madison	510,702
TOTAL	$896,029,000

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TABLE 8

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5309 NEW START ALLOCATIONS

	PROJECT LOCATION AND DESCRIPTION	*FY 1999 ALLOCATION*
AK/HI	Alaska or Hawaii Ferry Projects	$10,322,550
AL	Birmingham- Alternatives Analysis & Preliminary Engineering	992,550
AZ	Phoenix- Metropolitan Area Transit Project	4,962,765
AR	Little Rock- Arkansas River Rail Project	992,550
CA	Sacramento- South LRT Extension Project	23,305,140
CA	San Francisco- BART Extension to the Airport	39,702,110
CA	San Jose- Tasman West LRT	26,798,925
CA	San Diego- Mission Valley East Light Rail Transit Project	1,488,830
CA	San Diego- Mid-Coast Corridor Project	1,985,100
CA	San Diego- Oceanside-Escondido Passenger Rail Project	2,977,660
CA	Los Angeles- MOS-3 Project	37,717,000
CA	Los Angeles- Mid-City and East Side Projects	7,940,420
CA	Orange County-Transitway Project	2,481,380
CA	Riverside County- San Jacinto Branch Line Project	496,280
CA	San Bernardino- Metrolink Extension Project	992,550
CO	Denver- Southwest Corridor LRT Extension Project	39,702,110
CO	Denver- Southeast Multimodal Corridor Project	496,280
CO	North Front Range Corridor Feasibility Study	496,280
CT	Hartford Light Rail Project	1,488,830
CT	Hartford - Old Saybrook Project	496,280
CT	New London- Waterfront Access Project	496,280
CT	Stamford- Fixed Guideway Connector	992,550
FL	FortLauderdale- Tri-County Commuter Rail Project	3,970,210
FL	Miami Metro-Dade Transit East-West Corridor Project	2,977,660
FL	Miami Metro Dade- North 27th Avenue Corridor Project	2,977,660
FL	Tampa Bay- Regional Rail Project	992,550
FL	Orlando- Lynx Light Rail Project	17,369,675
GA	Atlanta- South DeKalb-Lindbergh Corridor LRT Project	992,550
GA	Atlanta-North Springs Project	51,721,925
GA	Savannah- Water Taxi	496,280
HI	Honolulu- Major Investment Analysis of Transit Alternatives	2,977,660
IA	Sioux City- Micro Rail Trolley System	248,140
IL	Chicago- CTA Ravenswood and Douglas Branch Lines Projects	2,977,660
IL	Chicago- Metra Commuter Rail Exts. & Upgrades Projects	5,955,320
IN	Northern Indiana- South Shore Commuter Rail Project	2,977,660
KS	Kansas City Area- Johnson County, KS, I-35 Commuter Rail Project	992,550
LA	New Orleans- Canal Street Corridor Project	21,836,160
LA	New Orleans- Desire Streetcar Project	1,985,100
MA	Boston- South Boston Piers MOS-2 Project	53,580,975
MA	Boston- Urban Ring Project	744,415

TABLE 8

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5309 NEW START ALLOCATIONS

	PROJECT LOCATION AND DESCRIPTION	*FY 1999 ALLOCATION*
MA	Boston- North-South Rail Link	496,280
MA	Boston- North Shore Corridor Project	$992,550
MD	MARC Commuter Rail Project	16,914,100
MD	Baltimore- Central Downtown Transit Alternatives MIS	496,280
MD	Baltimore- Light Rail Double Track Project	992,550
MD	Wash.DC/MD- Metrorail - Largo Blue Line Extension Project	992,550
MD	Wash, DC/MD- Route 5 Corridor	992,550
MN	Twin Cities- Transitways Project	16,873,400
MI	Southeast Michigan Commuter Rail Viability Project	198,510
MO/IL	St. Louis- St. Clair MetroLink Extension Project	34,739,350
MO	St. Louis-Jefferson City-Kansas City Commuter Rail Project	496,280
MO	Kansas City- Commuter Rail Study	496,280
NC	Charlotte- North-South Corridor Transitway Project	2,977,660
NC	Raleigh-Durham-Chapel Hill- Triangle Transit Project	9,925,525
NE	Omaha- Trolley System	992,550
NJ	New Jersey Urban Core Newark-Elizabeth Rail Link Project	5,955,320
NJ	New Jersey Urban Core- Hudson-Bergen LRT Project	69,478,700
NJ	West Trenton Rail Project	992,550
NM	Albuquerque Light Rail Project	4,962,765
NV	Las Vegas- Clark County, Nevada Fixed Guideway System	3,970,210
NY	New York- LIRR East Side Access Project	23,821,265
OH	Dayton- Light Rail Study	992,550
OH	Cincinnati- Northeast/Northern Kentucky Rail Line Project	1,786,595
OH	Cleveland- Berea Red Line Extension to Hopkins International Airport Project	992,550
OH	Cleveland- Euclid Corridor Improvement Project	1,985,100
OH	Canton-Akron-Cleveland Commuter Rail Project	2,183,615
OH	Northeast Ohio Commuter Rail Study, Phase 2	496,280
OR	Portland- Westside-Hillsboro Project	25,526,475
PA	Harrisburg- Capitol Area Transit/Corridor One Project	992,550
PA	Pittsburgh- Allegheny County Stage II Light Rail Project	3,970,210
	Pittsburgh- North Shore CBD Transit Options MIS	992,550
PA	Philadelphia- SEPTA Cross County Metro Project	992,550
PA	Philadelphia-Reading -SEPTA Schuylkill Valley Metro Project	2,977,660
PR	San Juan- Tren Urbano	19,851,055
SC	Charleston- Monobeam Rail Project	2,183,615
TN	Memphis- Medical Center Rail Extension Project	2,183,615
TN	Nashville- Regional Commuter Rail Project	992,550
TN	Knoxville- Electric Transit Project	1,488,830
TX	Austin- Capital Metro Project	992,550

TABLE 8

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5309 NEW START ALLOCATIONS

	PROJECT LOCATION AND DESCRIPTION	*FY 1999 ALLOCATION*
TX	Dallas- DART North Central Light Rail Extension Project	15,880,850
TX	Dallas-Forth Worth- RAILTRAN Project	11,910,635
TX	Houston- Regional Bus Project	$59,225,625
TX	Houston- Advanced Regional Transit Project	1,985,100
UT	Salt Lake City- South LRT Project	69,478,700
UT	Salt Lake City- Airport to University(West-East)Light Rail Project	4,962,765
VT	Burlington-Essex- Commuter Rail Project	1,985,100
VA	Norfolk-Virginia Beach Regional Rail Project	7,940,425
VA	Dulles Corridor Project	16,873,400
VA	Virginia Railway Express-Woodbridge Station Improvements Project	1,985,100
WA	King County- Elliot Bay Water Taxi	248,140
WA	Seattle- Puget Sound RTA Link Light Rail Project	4,962,765
WA	Seattle- Puget Sound RTA Sounder Commuter Rail Project	40,694,660
WA	Spokane- Light Rail Project	992,550
WI	Kenosha-Racine-Milwaukee Commuter Rail Project	496,280
WV	Morgantown- Fixed Guideway Modernization Project	3,970,210
	Total (All Allocations Above):	$896,029,000

Table 8A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR UNOBLIGATED SECTION 5309 NEW START ALLOCATIONS

	PROJECT LOCATION AND DESCRIPTION	FY 1997 CARRYOVER	FY 1998 CARRYOVER	PRIOR YEAR UNOBLIGATED ALLOCATION
AK	Hollis- Ketchikan Ferry Project	$6,345,416	$0	$6,345,416
AZ	Phoenix- Metropolitan Area Transit	0	3,987,062	3,987,062
AR	Little Rock- Junction Bridge Project	1,806,046	0	1,806,046
CA	Los Angeles- Metrorail- MOS-3	0	23,907,426	23,907,426
CA	San Bernardino- Metrolink Extension	0	996,766	996,766
CA	San Diego Mission Valley East Extension	0	996,766	996,766
CA	San Diego Mid-Coast Extension	1,489,534	1,495,150	2,984,684
CA	San Diego Oceanside-EscondidoPassenger Rail	0	2,990,300	2,990,300
CO	Roaring Fork Valley Rail Project	0	1,993,530	1,993,530
CT	Hartford- Griffin Light Rail Project	993,023	0	993,023
FL	Miami- North 27th Avenue Project	993,023	4,983,828	5,976,851
FL	Miami- Metro Dade East-West Corridor Project	1,489,534	4,983,828	6,473,362
FL	Orlando- Lyxn Light Rail Project	0	9,095,587	9,095,587
IL	Chicago- Wisconsin Central Cmmuter Rail	0	2,990,300	2,990,300
IN	South Shore Commuter Rail Project	0	3,987,062	3,987,062
LA	New Orleans- Canal Street Corridor Project	7,944,183	5,980,594	13,924,777
LA	New Orleans- Desire Streetcar Project	0	1,993,530	1,993,530
MA	Boston- S. Boston Piers Transitway (MOS-2)	0	46,100,413	46,100,413
MD	MARC- Commuter Rail Improvements	0	30,899,736	30,899,736
MN	Twin Cities- Transitways Projects	0	10,461,188	10,461,188
MO	St. Louis- Metrolink Project	3,405,809	0	3,405,809
MS	Jackson- Intermodal Corridor	5,461,626	2,990,300	8,451,926
NC	Research Triangle Park- Regional Transit Plan	693,384	11,961,188	12,654,572
NJ	Burlington-Gloucester Line [*]	0	0	1,488,750
NY	New York- LIRR Eastside Access Project	0	19,935,314	19,935,314
NY	New York- Whitehall Ferry Terminal	1,675,037	2,491,914	4,166,951
NY	New York- St. George Ferry	3	2,491,914	2,491,917
NY	New York- Nassau Hub Rail Link EIS	0	498,383	498,383
NV	Las Vegas, Clark County Fixed Guideway Project	0	4,983,828	4,983,828
OH	Cincinnati- NE/N. KY Rail Line Project	0	498,383	498,383
OH	Cleveland- Berea Red Line Extension to Airport	0	697,736	697,736
OH	Canton-Akron-Cleveland Commuter Rail	0	1,993,530	1,993,530
OH	Toledo- Rail Project	0	996,766	996,766
OK	Oklahoma City- MAPS Corridor Transit System	0	1,594,825	1,594,825
PA	Pittsburgh- Airport Busway Phase I	0	4,983,828	4,983,828
PA	Scranton- Laurel Rail Line Project	0	498,383	498,383
PR	San Juan- Tren Urbano	0	14,951,485	14,951,485
SC	Charleston Monobeam Project	0	1,495,150	1,495,150
TN	Memphis- Regional Rail Plan	0	2	2
TX	Austin- Capital Metro	0	996,766	996,766
TX	Dallas- North Central LRT Extension	3	10,964,424	10,964,427
TX	Dallas- Ft. Worth RAILTRAN	15,143,599	7,974,126	23,117,725
TX	Galveston- Rail Trolley System Project	0	1,993,530	1,993,530
TX	Houston- Regional Bus Plan	40,306,799	50,934,727	91,241,526
UT	Salt Lake City- Regional Commuter Rail		3,987,062	3,987,062
VA	Virginia Railway Express- Commuter Rail Project	2,979,069	1,993,530	4,972,599
VA	Norfolk-Virginia beach Regional Rail Project		1,993,530	1,993,530
VT	Burlington-Charlotte Commuter Rail	993,023	0	993,023
VT	Burlington-Essex Commuter Rail		4,983,828	4,983,828
WA	Seattle-Renton-Tacoma Light Rail Project	2,979,069	17,941,782	20,920,851
	TOTAL (All Allocations Above).....	$94,698,180	$334,669,300	$430,856,230

[*] Carryover totals include FY 95 funds in the amount of $1,488,750 extended for obligation by the FY 99 Appropriations Conference Report for Burlington - Glouchester, NJ Commuter Rail.

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TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5309 BUS ALLOCATIONS

STATE/AREA	PROJECT	FY 1999 ALLOCATIONS
ALASKA		
Anchorage	Ship Creek Intermodal facility	$4,267,750
Fairbanks	Intermodal rail/bus transfer facility	1,985,000
North Slope Borough	Buses	496,250
Whittier	Intermodal facility and pedestrian overpass	694,750
ALABAMA		
Birmingham	Intermodal facility	1,985,000
Birmingham-Jefferson County	Buses	1,240,625
Dothan Wiregrass Transit Authority	Demand response shuttle vehicles and transit facility	496,250
Huntsville	Intermodal space centers	4,962,500
Huntsville	Transit facility	992,500
Jasper	Jasper buses	49,625
Lee-Russell Council	Buses	784,075
Mobile	GM&O building	4,962,500
Montgomery	Union Station intermodal center and buses	4,962,500
Pritchard	Bus transfer facility	496,250
Tuscaloosa	Intermodal center	1,935,375
University of North Alabama	Pedestrian walkways	794,000
ARKANSAS		
Statewide	Bus needs	1,488,750
Arkansas Highway and Transit Department	Buses	198,500
Fayetteville	University of Arkansas Transit System buses	496,250
Hot Springs	Transportation depot and plaza	555,800
Little Rock	Buses	297,750
ARIZONA		
Phoenix	Bus and bus facilities	3,970,000
Tucson	Alternatively fueled buses	1,985,000
Tucson	Intermodal facility	992,500
CALIFORNIA		
Central Contra Costa County	Transit vans	198,500
Culver City	CityBus buses	1,240,625
Davis	Unitrans transit maintenance facility	620,313
Davis/Sacramento Area	Hydrogen bus technology program	942,875
Folsom	Multimodal facility	992,500
Healdsburg	Intermodal facility	992,500
Humboldt	Intermodal facility	992,500
Huntington Beach	Buses	198,500
I-5 corridor	Intermodal transit centers	2,481,250
Lake Tahoe	Intermodal transit centers	496,250
Livermore	Automatic vehicle locator program	992,500
Los Angeles County Metropolitan Transportation Authority	Buses	2,977,500
Los Angeles Foothills Transit	Maintenance facility	992,500
Los Angeles	Municipal transit operators consortium	2,481,250
Los Angeles	Union Station Gateway Intermodal Transit Center	1,240,625
Modesto	Bus maintenance facility	1,344,838
Monterey, Monterey-Salinas	Buses	620,313
Morango Basin	Transit Authority bus facility	645,125
North San Diego County Transit District	Buses	1,736,875
Perris	Bus maintenance facility	1,240,625
Riverside Transit Agency	Buses and facilities and ITS applications	992,500
Sacramento	CNG buses	1,240,625
San Bernardino	Buses	992,500
San Diego	City College multimodal center (12th Avenue/College Station)	992,500
San Fernando Valley	Smart shuttle buses	297,750
San Francisco	Islais Creek maintenance facility	1,240,625
San Joaquin (Stockton)	Buses and bus facilities	992,500
Santa Clara Valley Transportation Authority	Buses and bus facilities	992,500
Santa Clarita	Transit maintenance facility	2,233,125
Santa Cruz	Metropoltian bus facilities	620,313
Santa Cruz	Transit facility	992,500
Santa Rosa, Cotati, and Rohnert Park	Facilities	744,375

TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5309 BUS ALLOCATIONS

STATE/AREA	PROJECT	FY 1999 ALLOCATIONS
CALIFORNIA (cont'd)		
Santa Rosa/Cotati	Intermodal transportation facilities	$744,375
Solano Links	Links intercity transit consortium	992,500
Ukiah	Transit Center	496,250
Windsor	Intermodal Facility	744,375
Woodland Hills	Warner Center Transportation Hub	322,563
Yolo County	Bus facility	1,191,000
COLORADO		
Boulder/Denver	RTD buses	620,313
Colorado	Buses and bus facilities	6,749,000
Denver	Stapleton Intermodal Center	1,240,625
CONNECTICUT		
Hartford	Transportation Access Project	794,000
New Haven	Bus facility	2,233,125
Norwich	Buses	2,233,125
Waterbury	Bus facility	2,233,125
DISTRICT /COLUMBIA		
	Fuel cell bus and bus facilities program (section 3015(b))	4,813,625
Washington, D.C.	Intermodal Transportation Center	2,481,250
DELAWARE Statewide	Buses	992,500
FLORIDA		
Broward County	Buses	992,500
Clearwater	Multimodal facility	2,481,250
Daytona Beach	Intermodal Center	2,481,250
Gainesville	Buses and equipment	1,488,750
Jacksonville	Buses and bus facilities	992,500
Lakeland	Citrus Connection transit vehicles and related equipment	1,240,625
Lynx	Buses and bus facilities	992,500
Miami	Bus security and surveillance	992,500
Miami Beach	Multimodal transit center	992,500
Miami Beach	Electric Shuttle Service	744,375
Miami-Dade	Buses	2,233,125
Orlando	Intermodal Facility	2,481,250
Tampa	Hartline buses	1,240,625
GEORGIA		
Atlanta	MARTA buses	11,909,994
Savannah/Chatham Area Transit	Bus transfer centers and buses	3,473,750
HAWAII		
Honolulu	Bus facility and buses	3,225,625
ILLINOIS		
Statewide	Buses and bus-related equipment	6,749,000
Rock Island	Buses	2,481,250
INDIANA		
City of East Chicago	Buses	198,500
Gary	Transit Consortium buses	1,240,625
Indianapolis	Buses	4,962,500
South Bend	Urban Intermodal Transportation Facility	1,240,625
IOWA		
Fort Dodge	Intermodal Facility (Phase II)	878,363
Statewide	Buses and bus facilities	2,977,500
Iowa/Illinois Transit Consortium	Bus safety and security	992,500
Sioux City	Park and ride facility	1,786,500
KANSAS		
Johnson County	Bus maintenance/ operations facility	1,985,000
KENTUCKY		
Louisville, Kentucky University of Louisville and River City	Buses	2,977,500
Northern Kentucky Area Development District	Senior citizen buses	99,250
Owensboro	Buses	198,500
Southern and Eastern Kentucky	Buses and bus facilities	1,985,000
LOUISIANA Statewide	Buses and bus-related facilities	
Baton Rouge	Buses and bus-related facilities	198,500

TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5309 BUS ALLOCATIONS

STATE/AREA	PROJECT	FY 1999 ALLOCATIONS
LOUISIANA Statewide (cont'd)		
Jefferson Parish	Buses and bus-related facilities	$347,375
Lafayette	Buses and bus-related facilities	421,813
Louisiana DOTD	Including vans	645,125
Monroe	Buses and bus-related facilities	446,625
New Orleans	Buses and bus-related facilities	8,014,438
Shreveport	Buses and bus-related facilities	397,000
State infrastructure bank, transit account	Buses and bus-related facilities	347,375
St. Tammany Parish	Buses and bus-related facilities	99,250
MASSACHUSETTS		
Essex and Middlesex	Buses	3,104,540
New Bedford/Fall River	Mobile Access to health care	248,125
Pittsfield	Intermodal center	4,565,500
Springfield	Union Station	1,240,625
Westfield	Intermodal center	1,985,000
Worcester	Union Station Intermodal Transportation Center	2,481,250
MARYLAND statewide	Bus facilities and buses	9,925,000
MICHIGAN		
Lansing	CATA bus technology improvements	595,500
Michigan statewide	Buses	9,925,000
MINNESOTA		
Duluth Transit Authority	Community circulation vehicles	992,500
Duluth Transit Authority	Intelligent transportation systems	496,250
Duluth Transit Authority	Transit Hub	496,250
Northstar Corridor	Intermodal Facilities and buses	5,955,000
Twin Cities Area Metro Tranist	Buses and bus facilities	9,428,750
MISSOURI		
Kansas City	Union Station redevelopment	2,481,250
OATS Transit		2,481,250
Southwest Missouri State University	Park and ride facility	992,500
St. Louis	Bi-state Intermodal Center	1,240,625
Statewide	Bus and bus facilities	4,466,250
MISSISSIPPI		
Harrison County	Multimodal center/hybrid electric shuttle buses	1,885,750
High Street, Jackson	Intermodal Center	1,985,000
Jackson	Buses and facilities	1,588,000
Butte	Bus replacements	1,488,750
NEW HAMPSHIRE		
Berlin	Tri-County Community Action transit garage	119,100
Carroll County	Transportation alliance buses	198,500
Concord Area Transit	Buses	744,375
Greater Laconia Transit Agency	Buses	446,625
Keene HCS community care	Buses and equipment	99,250
Lebanon	Advance transit buses	148,875
Statewide	Transit systems	992,500
NEW JERSEY		
New Jersey Transit	Jitney shuttle buses	1,736,875
Newark, Morris & Essex Station	Access and buses	1,240,625
South Amboy	Regional Intermodal Transportation Initiative	1,240,625
Statewide	Alternatively fueled vehicles	7,443,750
NEW MEXICO		
Albuquerque	Buses, paratransit vehicles, and bus facility	3,721,875
Northern New Mexico	Park and ride facilities	1,985,000
NEVADA		
Clark County Regional Transportation Commission	Buses and bus facilities	2,595,388
Reno	RTC transit passenger and facility security improvements	1,240,625
Washoe County	Transit improvements	2,233,125
NEW YORK		
Babylon	Intermodal Center	1,240,625
Brookhaven Town	Elderly and disabled buses and vans	223,313
Brooklyn-Staten Island	Mobility Enhancement buses	794,000
Broome County	Buses and fare collection equipment	893,250

TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5309 BUS ALLOCATIONS

STATE/AREA	PROJECT	FY 1999 ALLOCATIONS
NEW YORK (cont'd)		
Buffalo	Auditorium Intermodal Center	$2,977,500
Dutchess County	Loop System buses	517,093
East Hampton	Elderly and disabled buses and vans	99,250
Ithaca	TCAT bus technology improvements	1,240,625
Long Beach	Central bus facility	744,375
Long Island	CNG transit vehicles and facilities and bus replacement	1,240,625
Mineola/Hicksville	LIRR Intermodal Centers	1,240,625
Nassau County	CNG buses	992,500
New York City	Midtown West Ferry Terminal	1,488,750
New York	New York, West 72nd St. Intermodal Station	1,736,875
Niagara Frontier Transportation Authority	Hublink	496,250
Rensselaer	Intermodal bus facility	992,500
Riverhead	Elderly and disabled buses and vans	124,063
Rochester	Central bus facility	992,500
Rome	Intermodal Center	397,000
Shelter Island	Elderly and disabled buses and vans	99,250
Smithtown	Elderly and disabled buses and vans	124,063
Southampton	Elderly and disabled buses and vans	124,063
Southold	Elderly and disabled buses and vans	99,250
Suffolk County	Elderly and disabled buses and vans	99,250
Syracuse	CNG buses and facilities	1,985,000
Ulster County	Bus facilites and equipment	992,500
Utica and Rome	Bus facilities and buses	496,250
Utica	Union Station	2,084,250
Westchester County	Bee-Line transit system fareboxes	971,658
Westchester County	Bee-Line transit system shuttle buses	992,500
Westchester County	DOT articulated buses	1,240,625
NORTH CAROLINA		
Greensboro	Multimodal Center	3,314,950
Greensboro	Transit Authority buses	1,488,750
Greensboro	Transit Authority small buses and vans	318,593
Statewide	Buses and bus facilities	4,962,500
NORTH DAKOTA		
Statewide	Buses and related facilities	1,985,000
OHIO		
Cleveland	Triskett Garage bus maintenance facility	620,313
Dayton	Multimodal Transportation Center	620,313
Statewide	Buses and bus facilities	11,909,994
Toledo Mud Hens transit center study	Mud Hens transit center study	198,500
OKLAHOMA statewide	Bus facilities and buses	4,962,500
OREGON		
Lane County	Bus Rapid Transit	4,367,000
Portland	Tri-Met buses	1,736,875
Rogue Valley Transit District	Bus purchase	992,500
Salem Area Mass Transit System	Buses	992,500
Wilsonville	Buses and shelters	397,000
PENNSYLVANIA		
Altoona	Bus testing facility (section 3009)	2,977,500
Altoona	Metro Transit Authority buses and transit system improvements	835,685
Altoona	Metro Transit Authority Logan Valley Mall Suburban Transfer Center	79,400
Altoona	Metro Transit Authority Transit Center improvements	420,820
Altoona	Pedestrian crossover	794,000
Armstrong County-Mid-County	Bus facilities and buses	148,875
Beaver County	Bus facility	992,500
Bradford County	Endless Mountain Transportation Authority buses	992,500
Cambria County	Bus facilities and buses	570,688
Centre Area Transportation Authority	Buses	1,240,625
Chambersburg Transit Authority	Buses	297,750
Chambersburg Transit Authority	Intermodal Center	992,500

TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5309 BUS ALLOCATIONS

STATE/AREA	PROJECT	FY 1999 ALLOCATIONS
PENNSYLVANIA (cont'd)		
Chester County	Paoli Transportation Center	$992,500
Crawford Area Transportation	Buses	496,250
Erie	Metropolitan Transit Authority buses	992,500
Fayette County	Intermodal Facilities and buses	1,260,475
Lackawanna County Transit System	Buses	595,500
Mercer County	Buses	744,375
Monroe County Transportation Authority	Buses	992,500
Philadelphia	Frankford Transportation Center	4,962,500
Philadelphia	Intermodal 30th Street Station	1,240,625
Philadelphia	Regional Transportation System for Elderly and Disabled	744,375
Reading	BARTA Intermodal Transportation Facility	1,736,875
Red Rose	Transit Bus Terminal	992,500
Robinson Towne Center	Intermodal Facility	1,488,750
Schuykill County	Buses	218,350
Somerset County	Bus facilities and buses	173,688
Towamencin Township	Intermodal Bus Transportation Center	1,488,750
Washington County	Intermodal Facilities	625,275
Westmoreland County	Intermodal Facility	198,500
Wilkes-Barre	Intermodal Facility	1,240,625
Williamsport	Bus Facility	1,191,000
PUERTO RICO		
San Juan	Intermodal Access	942,875
RHODE ISLAND		
Providence	Buses and bus maintenance facility	2,233,125
Rhode Island Public Transit Authority	Buses	3,176,000
SOUTH CAROLINA		
Columbia	Bus replacement	1,091,750
Pee Dee	Buses and facilities	1,240,625
South Carolina statewide	Virtual Transit Enterprise	1,210,850
Spartanburg	Buses and facilities	992,500
SOUTH DAKOTA		
	Computerized bus dispatch system, radios, money boxes, and lift repl.	794,000
Sioux Falls	Buses	992,500
South Dakota	Bus facilities and buses	3,473,750
TENNESSEE		
Statewide	Buses and bus facilities	992,500
Chattanooga	Alternatively fueled buses	992,500
TEXAS		
Austin	Buses	2,233,125
Brazos Transit Authority	Buses and facilities	1,488,750
Corpus Christi Transit Authority	Buses and facilities	992,500
Dallas Area Rapid Transit	Buses	2,729,375
Fort Worth	Bus and paratransit vehicle project	2,481,250
Galveston	Buses and facilities	992,500
Texas statewide	Small urban and rural buses	5,955,000
UTAH		
Ogden	Intermodal Center	794,000
	Utah Hybrid electric vehicle bus purchase	1,488,750
Utah Transit Authority	Intermodal Facilities	1,488,750
Utah Transit Authority/Park City Transit	Buses	6,451,250
VIRGINIA		
Alexandria	Bus maintenance facility and Crystal City canopy project	992,500
Alexandria	King Street Station access	1,091,750
Harrisonburg	Buses	198,500
Lynchburg	Buses	198,500
Richmond	GRTC bus maintenance facility	1,240,625
Roanoke	Buses	198,500
Statewide	Buses and bus facilities	4,014,663
Falls Church	Electric bus and bus facilities	397,000

TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 1999 SECTION 5309 BUS ALLOCATIONS

STATE/AREA	PROJECT	FY 1999 ALLOCATIONS
VIRGINIA Statewide (cont'd)		
Franconia-Springfield	Bus and bus facilities	$645,125
Manassas Transit Depot	Park and ride lot expansion	277,900
Potomac and Rappahannock Transportation Commission	Fleet replacement	1,588,000
Richmond	Main Street Station	1,985,000
Stringfellow Road/Interstate 66	Park and ride lot improvements	992,500
Warrenton Circuit Rider		24,813
VERMONT		
Brattleboro	Union Station multimodal center	2,481,250
Burlington	Multimodal center	992,500
Deerfield Valley Transit authority		496,250
WASHINGTON		
Anacortes	Ferry terminal information system	496,250
	Ben Franklin transit operating facility	992,500
Bremerton	Transportation center	992,500
Central Puget Sound Seattle	Bus program	7,940,000
Chelan-Douglas	Multimodal center	893,250
Everett	Multimodal Transportation Center	1,935,375
Grant County	Buses and vans	595,500
Mount Vernon	Multimodal Center	1,736,875
Port Angeles center	Port Angeles center	992,500
Seattle	Intermodal Transportation Terminal	1,240,625
Snohomish County	Community transit buses	992,500
Tacoma Dome	Buses and bus facilities	1,736,875
Thurston County	Intercity buses	992,500
Vancouver Clark County (C-Tran)	Bus facilities	992,500
WISCONSIN		
Milwaukee County	Buses	3,970,000
Wisconsin statewide	Bus facilities and buses	3,970,000
Appleton, Green Bay, Shawano, Menominee Tribe and Oneida Tribe	Bus facilities and buses	2,059,438
LaCrosse, Onalaska, Prairie Du Chien, Rice Lake, Viroqua and Ho Chuck Nation	Bus facilities and buses	992,500
Ashland, Chippewa Falls, Eau Claire, Ladysmith, Marshfield, Rhinelander, Rusk County	Bus facilities and buses	297,750
Milwaukee	Intermodal facility rehabilitation	992,500
Milwaukee County		3,970,000
Waukesha	Transit center	496,250
WEST VIRGINIA		
Huntington	Intermodal Facility	7,940,000
West Virginia statewide	Intermodal Facility and buses	6,451,250
TOTAL		$497,639,500

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR SECTION 5309 BUS UNOBLIGATED ALLOCATIONS

STATE/AREA	PRIOR YEAR UNOBLIGATED ALLOCATION
FY 1998:	
AL Birmingham/Jefferson County	$2,931,588
AL Birmingham	5,863,178
AL Gadsden	97,730
AL Huntsville	4,885,981
AL Mobile	977,196
AL Mobile	977,196
AL Mobile	1,465,794
AL Mobile	5,374,579
AL Tuscaloosa	977,196
AZ Phoenix	4,397,383
AZ Tuscon	977,196
CA Folsom	1,465,794
CA Foothill	8,794,766
CA I-5 Consortium Cities Joint Powers Authority	4,885,981
CA Inglewood	488,598
CA Lake Tahoe	977,196
CA Long Beach	1,465,794
CA Marina/Ft. Ord	977,196
CA Mendocino County	781,757
CA Modesto	1,710,093
CA Rialto	1,074,916
CA Riverside County	2,296,411
CA Riverside County	977,196
CA Sacramento	977,196
CA San Joaquin (Stockton)	1,954,393
CA Santa Clara	2,442,991
CA Santa Cruz Metropolitan Transit District	977,196
CA Solano County	1,172,636
CA Sonoma County	977,196

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR SECTION 5309 BUS UNOBLIGATED ALLOCATIONS

STATE/AREA	PRIOR YEAR UNOBLIGATED ALLOCATION
FY 1998 (cont'd):	
CA Unitrans	$412,166
CA Woodland	195,439
CA Yolo County	977,196
CA Yosemite area	206,083
CO Statewide	98,353
CT Bridgeport	1,954,393
CT Bridgeport	3,664,486
CT New Haven	1,172,636
DE Statewide	1,465,794
FL Daytona Beach	1,954,393
FL Florida Citrus Connection	1,465,794
FL Lakeland	977,196
FL Lakeworth	977,196
FL Metro-Dade County	4,885,981
FL Palm Beach County	966,753
FL Tampa (Hillsborough County)	1,465,794
GA Chatham	3,908,785
GA MARTA	2,060,830
HI Honolulu	4,885,981
IL Statewide	2,049,152
IN Indianapolis	1,954,393
IN South Bend	1,954,393
IA Statewide	1,133,457
IA Sioux City	1,221,495
KS Statewide	977,196
LA Baton Rouge	586,318
LA Lafayette	732,897
LA Lake Charles	146,579
LA Monroe	781,757
LA New Orleans	8,794,766

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR SECTION 5309 BUS UNOBLIGATED ALLOCATIONS

STATE/AREA	PRIOR YEAR UNOBLIGATED ALLOCATION
FY 1998 (cont'd):	
LA Shreveport	$390,879
LA St. Tammany Parish	293,159
MD Statewide	7,817,570
MA South Station	977,196
MI Statewide	7,328,971
MN Metropolitan Council transit Operations	8,794,766
MN St. Paul	1,465,794
MS Jackson	1,954,393
NV Clark County	7,817,570
NV Reno, Washoe County RTC	1,465,794
NJ Statewide	5,863,178
NM Albuquerque	977,196
NM Las Cruces, Santa Fe and Albuquerque	977,196
NM Statewide	3,664,486
NY New Rochelle	1,465,794
NY New York City	7,328,971
NY NFTA	977,196
NY Poughkeepsie	1,954,393
NY Staten Island/Brooklyn	977,196
NY Suffolk County	2,100,972
NY Syracuse	4,201,944
NY Westchester County	4,885,981
NY Yonkers	1,954,393
NC Chapel Hill University of North Carolina	977,196
NC Statewide	3,340,000
OR Eugene-Springfield-Land County	977,196
OR Lane Transit District	977,196
OR Salem and Corvallis	977,196
PA Fayette and Somerset	586,318
PA Indiana County	488,598

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR SECTION 5309 BUS UNOBLIGATED ALLOCATIONS

STATE/AREA	PRIOR YEAR UNOBLIGATED ALLOCATION
FY 1998 (cont'd):	
PA Lackawanna County	$293,159
PA Lawrence County	977,196
PA Lehigh and Northampton	977,196
PA New Castle area transit authority	732,897
PA Schuykill County	195,439
PA Scranton	1,465,794
PA SEPTA	7,328,972
PA Towanda Borough	1,954,393
PA Wilkes-Barre	1,465,794
PA Statewide	1,221,496
SC Columbia	1,954,393
SC Pee Dee Regional Planning Authority	2,038,060
SC Virtual Transit Enterprise	977,196
SD Statewide	2,198,692
TN Statewide	5,617,570
TX Austin	2,931,588
TX Brazos Transit Authority	2,931,588
TX Corpus Christi	1,905,533
TX El Paso	977,196
TX Galveston	1,954,393
TX Rural Texas	2,442,991
UT Utah Transit Authority Olympic	1,954,393
UT Park City Transit	390,879
UT Utah Transit Authority	824,332
UT Utah Transit Authority Olympic	2,442,991
UT Statewide	1,728,382
VT Burlington	1,465,794
VT Statewide	977,196
VA Clarendon canopy project	244,299
VA Dulles corridor	2,442,991

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR SECTION 5309 BUS UNOBLIGATED ALLOCATIONS

STATE/AREA	PRIOR YEAR UNOBLIGATED ALLOCATION
FY 1998 (cont'd):	
VA Richmond	$2,442,991
WA Bremerton	412,166
WA Chelan- Douglas	977,196
WA Community Transit	1,465,794
WA Everett	2,442,991
WA King County	977,196
WA King County	1,465,794
WA King County	4,885,981
WA Olympic Peninsula International Gateway	977,196
WA Snohomish County	2,442,991
WA Tacoma Dome station project	618,249
WV Huntington	6,840,374
WV Statewide	9,039,066
WI Milwaukee	977,196
WI Wisconsin Transit System	1,434,458
Fuel Cell powered transit bus program	4,850,000
Bus testing facility	3,000,000
TOTAL FY 1998 Allocations	$301,571,105
FY 1997:	
AR Little Rock	$992,500
CA Fairfield City	1,389,500
CA Foothill	4,053,837
CA North Orange County	198,500
CA Norwalk	192,500
CA Riverside County	992,500
CA San Joaquin	2,729,375
CA Santa Cruz (MTD)	1,985,000
CA Sonoma County	992,500

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR SECTION 5309 BUS UNOBLIGATED ALLOCATIONS

STATE/AREA	PRIOR YEAR UNOBLIGATED ALLOCATION
FY 1997 (cont'd):	
CA Thousand Oaks	$595,500
DE Statewide	5,195,478
FL Miami Beach	992,500
GA Chatham	1,052,050
IA Sioux City	2,143,800
IN South Bend	5,455,322
KS Statewide	622,500
KS Johnson City	2,090,314
LA Statewide	9,794,315
MA Boston	672,500
MA Lowell	992,500
MI Statewide	4,122,500
MS Jackson	992,500
MS Jackson	3,473,750
MO St. Louis	1,736,875
NY Buffalo	992,500
NY New Rochelle	1,235,000
NY Syracuse	1,985,000
OR Hood River	173,688
OR Salem	1,836,125
PA Erie	1,985,000
PA Indiana County	674,900
SC Spartanburg	1,488,750
TX El Paso	139,988
TX Galveston	496,250
TX Liberty, Montgomery, Polk Counties	1,013,170
UT Salt Lake City	5,458,750
VT Statewide	188,125
VT Burlington	1,488,750
VT Urban & Rural	169,375

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR SECTION 5309 BUS UNOBLIGATED ALLOCATIONS

STATE/AREA	PRIOR YEAR UNOBLIGATED ALLOCATION
FY 1997 (cont'd):	
VA Reston	$496,250
VA Virginia Beach	992,500
WA Everett	2,977,500
WA Port Angeles	992,500
TOTAL FY 1997 Allocations	$78,242,737
TOTAL (All Allocations Above)	$379,813,842

TABLE 10

FEDERAL TRANSIT ADMINISTRATION

TEA-21 AUTHORIZATION LEVELS (GUARANTEED FUNDING ONLY)

APPROPRIATION / PROGRAM	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	28-Oct-98 Total
Urbanized Area Formula (Section 5307)	2,298,852,727	2,548,190,791	2,772,890,281	2,997,316,081	3,220,601,506	3,445,939,606	17,283,790,992
Nonurbanized Area Formula (Section 5311)	134,077,934	177,923,658	193,612,968	209,283,168	224,873,743	240,607,643	1,180,379,114
Elderly and Persons with Disabilities (Section 5310)	62,219,389	67,035,601	72,946,801	78,850,801	84,724,801	90,652,801	456,430,195
Clean Fuels Formula Program (Section 5308)	0	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	250,000,000
Over the Road Bus Accessibility Program (new)	0	2,000,000	3,700,000	4,700,000	6,950,000	6,950,000	24,300,000
Alaska Railroad (Section 5307)	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	29,099,700
Bus and Bus Related (Section 5309)	400,000,000	451,400,000	490,200,000	529,200,000	568,200,000	607,200,000	3,046,200,000
Fixed Guideway Modernization (Section 5309)	800,000,000	902,800,000	980,400,000	1,058,400,000	1,136,400,000	1,214,400,000	6,092,400,000
New Starts (Section 5309)	800,000,000	902,800,000	980,400,000	1,058,400,000	1,136,400,000	1,214,400,000	6,092,400,000
Job Access and Reverse Commute Program (new)	0	50,000,000	75,000,000	100,000,000	125,000,000	150,000,000	500,000,000
Metropolitan Planning (Section 5303)	39,500,000	43,841,600	49,632,000	52,113,600	55,422,400	60,385,600	300,895,200
State Planning & Research (Section 5313(b))	8,250,000	9,158,400	10,368,000	10,886,400	11,577,600	12,614,400	62,854,800
National Planning & Research (Section 5314)	32,750,000	27,500,000	29,500,000	29,500,000	31,500,000	31,500,000	182,250,000
Rural Transit Assistance (Section 5311(b)(2))	4,500,000	5,250,000	5,250,000	5,250,000	5,250,000	5,250,000	30,750,000
Transit Cooperative Research (Section 5313(a))	4,000,000	8,250,000	8,250,000	8,250,000	8,250,000	8,250,000	45,250,000
National Transit Institute (Section 5315)	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	23,000,000
University Transportation Centers (Section 5317(b))	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	36,000,000
Administrative Expenses	45,738,000	54,000,000	60,000,000	64,000,000	67,000,000	73,000,000	363,738,000
FEDERAL TRANSIT ADMINISTRATION TOTAL:	4,643,738,000	5,315,000,000	5,797,000,000	6,271,000,000	6,747,000,000	7,226,000,000	35,999,738,001

Fiscal Years 1999-2003 funding for the Clean Fuels Formula Program, established under TEA-21, equals $100,000,000. $50,000,000 is shown under the Clean Fuels Formula Program (Section 5308); and $50,000,000 is included under the Bus and Bus Related (Section 5309).

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TABLE 10A

FEDERAL TRANSIT ADMINISTRATION

TEA-21 AUTHORIZATION LEVELS (GUARANTEED AND NONGUARANTEED FUNDING)

APPROPRIATION / PROGRAM	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	28-Oct-98 Total
Urbanized Area Formula (Section 5307)	2,298,852,727	2,698,190,791	2,922,890,281	3,147,316,081	3,370,601,506	3,595,939,606	18,033,790,992
Nonurbanized Area Formula (Section 5311)	134,077,934	177,923,658	193,612,968	209,283,168	224,873,743	240,607,643	1,180,379,114
Elderly and Persons with Disabilities (Section 5310)	62,219,389	67,035,601	72,946,801	78,850,801	84,724,801	90,652,801	456,430,194
Clean Fuels Formula Program (Section 5308)	0	150,000,000	150,000,000	150,000,000	150,000,000	150,000,000	750,000,000
Over the Road Bus Accessibility Program (new)	0	2,000,000	3,700,000	4,700,000	6,950,000	6,950,000	24,300,000
Alaska Railroad (Section 5307)	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	29,099,700
Bus and Bus Related (Section 5309)	400,000,000	551,400,000	590,200,000	629,200,000	668,200,000	707,200,000	3,546,200,000
Fixed Guideway Modernization (Section 5309)	800,000,000	1,002,800,000	1,080,400,000	1,158,400,000	1,236,400,000	1,314,400,000	6,592,400,000
New Starts (Section 5309)	800,000,000	1,302,800,000	1,390,400,000	1,478,400,000	1,566,400,000	1,644,400,000	8,182,400,000
Job Access and Reverse Commute Program (new)	0	150,000,000	150,000,000	150,000,000	150,000,000	150,000,000	750,000,000
Metropolitan Planning (Section 5303)	39,500,000	70,312,000	76,929,600	80,238,400	84,374,400	90,164,800	441,519,200
State Planning & Research (Section 5313(b))	8,250,000	14,688,000	16,070,400	16,761,600	17,625,600	18,835,200	92,230,800
National Planning & Research (Section 5314)	32,750,000	58,500,000	60,500,000	62,500,000	64,500,000	65,500,000	344,250,000
Rural Transit Assistance (Section 5311(b)(2))	4,500,000	5,250,000	5,250,000	5,250,000	5,250,000	5,250,000	30,750,000
Transit Cooperative Research (Section 5313(a))	4,000,000	8,250,000	8,250,000	8,250,000	8,250,000	8,250,000	45,250,000
National Transit Institute (Section 5315)	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	23,000,000
University Transportation Centers (Section 5317(b))	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	36,000,000
Administrative Expenses	45,738,000	67,000,000	74,000,000	80,000,000	84,000,000	91,000,000	441,738,000
FEDERAL TRANSIT ADMINISTRATION TOTAL:	4,643,738,000	6,341,000,000	6,810,000,000	7,274,000,000	7,737,000,000	8,194,000,000	40,999,738,000

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TABLE 11

FEDERAL TRANSIT ADMINISTRATION - Fiscal Years 1999-2003
Apportionment Formula for Section 5307 Urbanized Area Formula Program

Percent of Formula Funds Available--

Section 5310: 2.4% States (Allocated to states based on state's population of elderly and persons with disabilities)
Section 5311: 6.37% Nonurbanized Areas (Allocated to states based on each state's nonurbanized area population)
Section 5307: 91.23% Urbanized Areas

(UZA) Population - Weighting Factors

50,000-199,000 9.32%
(Apportioned to Governors)
50% - population
50% - population x density
[density = inhabitants / square mile]

>200,000 90.68%
(Apportioned to UZAs)
33.29% ("Fixed Guideway" Tier*)
95.61% [at least 0.75% of these funds for each UZA with commuter rail & pop. > 750,000]
60% - fixed guideway revenue vehicle miles
40% - fixed guideway route miles
4.39% ("Incentive" Portion of Tier)
[at least 0.75% of these funds for each UZA with commuter rail & pop. > 750,000]
-- fixed guideway passenger miles x fixed guideway passenger miles/operating cost

66.71% ("Bus" Tier)
90.8%
73.39% for UZAs with pop. >1,000,000
50% - bus revenue vehicle miles
25% - population
25% - population x density
26.61% for UZAs pop. < 1,000,000
50% - bus revenue vehicle miles
25% - population
25% - population x density
9.2% ("Incentive" Portion of Tier)
-- bus passenger miles x bus passenger miles / operating cost

*Includes all fixed guideway modes, such as heavy rail, commuter rail, light rail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, exclusive busways, and HOV lanes.

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TABLE 12

FEDERAL TRANSIT ADMINISTRATION - Fiscal Years 1998-2003
Apportionment Formula for Section 5309 Fixed Guideway Modernization Program

Tier 1 — First $497,700,000 to the following areas:

Baltimore	$ 8,372,000
Boston	38,948,000
Chicago/N.W. Indiana	78,169,000
Cleveland	9,509,500
New Orleans	1,730,588
New York	176,034,461
N. E. New Jersey	50,604,653
Philadelphia/So. New Jersey	58,924,764
Pittsburgh	13,662,463
San Francisco	33,989,571
SW Connecticut	27,755,000

Tier 2 — Next $70,000,000 as follows: Tier 2(A): 50 percent is allocated to areas identified in Tier 1 and Tier 2(B): 50 percent to other urbanized areas with fixed guideway tiers in operation at least seven years. Funds are allocated by the Urbanized Area Formula Program fixed guideway tier formula factors that were used to apportion funds for the fixed guideway modernization program in FY 1997.

Tier 3 — Next $5,700,000 as follows: Pittsburgh 61.76%; Cleveland 10.73%; New Orleans 5.79% and 21.72% is allocated to all other areas in Tier 2(B) by the same fixed guideway tier formula factors used in fiscal year 1997.

Tier 4 — Next $186,600,000 as follows: All eligible areas using the same year fixed guideway tier formula factors used in fiscal year 1997.

Tier 5 — Next $70,000,000 as follows: 65% to the 11 areas identified in Tier 1, and 35% to all other areas using the most current Urbanized Area Formula Program fixed guideway tier formula factors. Any segment that is less than 7 years old in the year of the apportionment will be deleted from the data base.

Tier 6 — Next $50,000,000 as follows: 60% to the 11 areas identified in Tier 1, and 40% to all other areas using the most current Urbanized Area Formula Program fixed guideway tier formula factors. Any segment that is less than 7 years old in the year of the apportionment will be deleted from the data base.

Tier 7 — Remaining amounts as follows: 50% to the 11 areas identified in Tier 1, and 50% to all other areas using the most current Urbanized Area Formula Program fixed guideway formula factors. Any segment that is less than 7 years old in the year of the apportionment will be deleted from the data base.

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TABLE 13

FEDERAL TRANSIT ADMINISTRATION - Unit Values of Data
Fiscal Year 1999 Formula Grant Apportionments

	FY 1999 APPORTIONMENTS
Section 5307 Urbanized Area Formula Program - Bus Tier	
Urbanized Areas Over 1,000,000:	
Population	$2.68830106
Population x Density	$0.00068950
Bus Revenue Vehicle Mile	$0.37046436
Urbanized Areas Under 1,000,000:	
Population	$2.42947985
Population x Density	$0.00106993
Bus Revenue Vehicle Mile	$0.45538015
Bus Incentive (PM denotes Passenger Mile):	
Bus PM x Bus PM = Operating Cost	$0.00445117
Section 5307 Urbanized Area Formula Program - Fixed Guideway Tier	
Fixed Guideway Revenue Vehicle Mile	$0.49724989
Fixed Guideway Route Mile	$28,266
- Commuter Rail Floor $5,499,333	
Fixed Guideway Incentive:	
Fixed Guideway PM x Fixed Guideway PM = Operating Cost	$0.00043044
- Commuter Rail Incentive Floor $252,506	
Section 5307 Urbanized Area Formula Program - Areas Under 200,000	
Population	$3.96867133
Population x Density	$0.00198314
Section 5311 Nonurbanized Area Formula Program	
Areas Under 50,000	
Population	$1.93056023

Section 5309 Capital Program - Fixed Guideway Modernization

	Tier 2	Tier 3	Tier 4	Tier 5	Tier 6	Tier 7
Legislatively Specified Areas:			All Areas:			
Revenue Vehicle Mile	$0.03043443		$1.13683131	$0.03919213	$0.02584096	$0.00690341
Route Mile	$2,122.43		$7,832.52	$2,811.77	$1,853.91	$495.27
Other Areas:						
Revenue Vehicle Mile	$0.16377360	$0.00579309		$0.14876666	$0.12144217	$0.04866491
Route Mile	$4,772.78	$168.83		$5,666.71	$4,625.88	$1,853.71

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