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Federal Transit Administration

FTA Fiscal Year 2001 Apportionments, Allocations and Program Information; Notice

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FTA Fiscal Year 2001 Apportionments, Allocations and Program Information

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: The Department of Transportation (DOT) and Related Agencies Appropriations Act for Fiscal Year 2001 (FY 2001 DOT Appropriations Act) (Pub. L. 106–346) was signed into law by President Clinton on October 23, 2000, and provides FY 2001 appropriations for the Federal Transit Administration (FTA) transit assistance programs. Based upon this Act, and the Transportation Equity Act for the 21st Century (TEA–21), on November 3, 2000, FTA published, on its website, a list of apportionments and allocations for transit programs—excluding the FY 2001 Bus allocations for the Section 5309 Capital Investment Program. Publication of the ''FTA Fiscal Year 2001 Apportionments, Allocations and Program Information Notice'' in the **Federal Register** was delayed pending the completion of the appropriation process by Congress.

The FY 2001 Omnibus Consolidated Appropriations Act (Pub. L. 106–554), which was signed by the President on December 21, 2000, contains provisions that impact the level of funding made available to FTA in the FY 2001 DOT Appropriations Act and cause the FY 2001 apportionments and allocations previously published on the website to change. More specifically, the FY 2001 Omnibus Consolidated Appropriations Act contain the following provisions relative to FTA programs in this fiscal year: (1) Section 1403(a) Government-Wide Rescission, which rescinds an amount equal to .22 percent of the discretionary budget authority is to be applied to programs, projects, and activities; (2) Section 1108, which directs that funding for the Clean Fuels Formula Grant program under 49 U.S.C. 5309(m)(3)(C) does not apply to funds made available in the FY 2001 DOT Appropriations Act; and (3) Sections 1105, 1107, and 1123, which appropriate from the Mass Transit Account of the Highway Trust Fund, $1,000,000 for Southeast Light Rail Extension Project, in Dallas, TX, $3,000,000 for the Newark-Elizabeth rail link project in New Jersey, and $500,000 for Alabama A&M University buses and bus facilities, respectively.

This notice includes the apportionment of FY 2001 funds made available in the FY 2001 DOT Appropriations Act—adjusted in accordance with the applicable provisions of the FY 2001 Omnibus Consolidated Appropriations Act—for the: Metropolitan Planning Program and State Planning and Research Program; Urbanized Area Formula Program; Nonurbanized Area Formula Program; Rural Transit Assistance Program; Elderly and Persons with Disabilities Program; and the Capital Investment Program for Fixed Guideway Modernization. This notice also contains the adjusted allocations for the New Starts and Bus categories under the Capital Investment Program and the Job Access and Reverse Commute Program. It contains general information about other programs established under TEA–21, including the Over-the-Road Bus Accessibility Program and the Clean Fuels Formula Program.

Information regarding TEA–21 funding authorization levels for use in developing Metropolitan Transportation Improvement Programs (TIPs) and Statewide Transportation Improvement Programs (STIPs) is included. For informational purposes, the notice contains the estimated apportionment of FY 2001 funds for the Federal Highway Administration (FHWA) Metropolitan Planning Program and the estimated apportionment of FY 2001 funds for the FHWA State Planning and Research Program.

Listings of prior year unobligated allocations for the section 5309 New Starts and Bus Programs are included, as in previous years. In addition, the FTA policy regarding pre-award authority to incur project costs and the Letter of No Prejudice Policy are provided. Other pertinent program information is also 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 Rural Transit Assistance Program, the Elderly and Persons with Disabilities Program, the Clean Fuels Formula Program, the Over-the-Road Bus Accessibility Program, or the Capital Investment Program; or Paul L. Verchinski, Chief, Statewide and Intermodal Planning Division, (202)366–1626, for general information concerning the Metropolitan Planning Program and the State Planning and Research Program; or Dr. Lewis P. Clopton, Director, Office of Research Management, (202)366–9157, for information about the Job Access and Reverse Commute Program.

SUPPLEMENTARY INFORMATION:

Table of Contents

I. Background
II. Overview
  A. Fiscal Year 2001 Appropriations
  B. TEA–21 Authorized Program Levels
  C. Project Management Oversight
  D. 2002 Winter Olympic Games
III. Fiscal Year 2001 Focus Areas
  A. Urbanized Area Formula Study
  B. National Transit Database Redesign
  C. New Starts Roundtable
  D. Intelligent Transportation Systems
IV. Section 5303 Metropolitan Planning Program and Section 5313(b) State Planning and Research Program
  A. Metropolitan Planning Program
  B. State Planning and Research Program
  C. Data Used for Metropolitan Planning and State Planning and Research Apportionments
  D. FHWA Metropolitan Planning Program and State Planning and Research Program
  E. Local Match Waiver for Specified Planning Activities
  F. Planning Emphasis Areas for Fiscal Year 2001
  G. Federal Planning Certification Reviews
  H. Consolidated Planning Grants
  I. New Starts Approval to Enter Preliminary Engineering and Final Design
V. Section 5307 Urbanized Area Formula Program
  A. Total Urbanized Area Formula Apportionments
  B. Fiscal Year 2000 Apportionment Adjustments
  C. Data Used for Urbanized Area Formula Apportionments
  D. Urbanized Area Formula Apportionments to Governors
  E. Transit Enhancements
  F. Fiscal Year 2001 Operating Assistance
  G. Unobligated Funds for Operating Assistance
  H. Designated Transportation Management Areas
  I. Urbanized Area Formula Funds Used for Highway Purposes
  J. National Transit Database Internet Reporting
VI. Section 5311 Nonurbanized Area Formula Program and Section 5311(b) Rural Transit Assistance Program (RTAP)
  A. Nonurbanized Area Formula Program
  B. Rural Transit Assistance Program (RTAP)
VII. Section 5310 Elderly and Persons With Disabilities Program
VIII. FHWA Surface Transportation Program and Congestion Mitigation and Air Quality Funds Used for Transit Purposes (Title 23, U.S.C.)
  A. Transfer Process
  B. Matching Share for FHWA Transfers
IX. Section 5309 CapitaL Investment Program
  A. Fixed Guideway Modernization
  B. New Starts
  C. Bus

X. Job Access and Reverse Commute Program—Section 3037 oF TEA–21
XI. Over-The-Road Bus Accessibility Program—Section 3038 of TEA–21
XII. Section 5308 Clean Fuels Formula Program
XIII. Unit Values of Data for Section 5307 Urbanized Area Formula Program, Section 5311 Nonurbanized Area Formula Program, and Section 5309 Fixed Guideway Modernization Program
XIV. Period of Availability of Funds
XV. Automatic Pre-Award Authority to Incur Project Costs
A. Policy
B. Conditions
C. Environmental, Planning, and Other Federal Requirements
D. Pre-award Authority for New Starts Projects Approved for Preliminary Engineering and/or Final Design
XVI. Letter of No Prejudice Policy (Prior Approval of Pre-Award Authority)
A. Policy
B. Conditions
C. Environmental, Planning, and Other Federal Requirements
D. Request for LONP
XVII. FTA Homepage on the Internet
XVIII. FTA Fiscal Year 2001 Annual List of Certifications and Assurances
XIX. Grant Application Procedures Tables
1. FTA Revised FY 2001 Appropriations for Grant Programs
2. FTA Revised FY 2001 Section 5303 Metropolitan Planning Program and Section 5313(b) State Planning and Research Program Apportionments
3. FHWA FY 2001 Estimated Metropolitan Planning (PL) Program and Estimated State Planning and Research Program (SPRP) Apportionments
4. FTA Revised FY 2001 Section 5307 Urbanized Area Formula Apportionments
5. FTA Revised FY 2001 Section 5311 Nonurbanized Area Formula Apportionments, and Section 5311(b) Rural Transit Assistance Program (RTAP) Allocations
6. FTA Revised FY 2001 Section 5310 Elderly and Persons With Disabilities Apportionments
7. FTA Revised FY 2001 Section 5309 Fixed Guideway Modernization Apportionments
8. FTA Revised FY 2001 Section 5309 New Starts Allocations
8A. FTA Prior Year Unobligated Section 5309 New Starts Allocations
9. FTA FY 2001 Section 5309 Bus Allocations
9A. FTA Prior Year Unobligated Section 5309 Bus Allocations
10. FTA Revised FY 2001 Job Access and Reverse Commute Program Allocations
11. FTA TEA–21 Authorization Levels (Guaranteed Funding Only)
11A. FTA TEA–21 Authorization Levels (Guaranteed and Non-Guaranteed Funding)
12. FTA FY 2001 Apportionment Formula for Section 5307 Urbanized Area Formula Program
13. FTA FY 1998–2003 Section 5309 Fixed Guideway Modernization Program Apportionment Formula
14. FTA Revised FY 2001 Formula Grant Apportionments Unit Values of Data

I. Background

Metropolitan Planning funds are apportioned by statutory formula to the Governors for allocation to Metropolitan Planning Organizations (MPOs) in urbanized areas or portions thereof to provide funds for their Unified Planning Work Programs. State Planning and Research funds are apportioned to states by statutory formula to provide funds for their State Planning and Research Programs. Urbanized Area Formula Program funds are apportioned by statutory formula to urbanized areas and to Governors to provide capital, operating and planning assistance in urbanized areas. Nonurbanized Area Formula Program funds are apportioned by statutory formula to Governors for capital, operating and administrative assistance in nonurbanized areas. Elderly and Persons with Disabilities Program funds are apportioned by statutory formula to 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 Starts and Bus allocations identified in the FY 2001 DOT Appropriations Act or the Conference Report accompanying the FY 2001 DOT Appropriations Act are included in this notice. FTA will honor those allocations included in report language provided that the projects meet the statutory intent of the specific program.

II. Overview

A. Fiscal Year 2001 Appropriations

The FY 2001 DOT Appropriations Act made $6,271,000,000 available for FTA programs, which is the guaranteed funding level under TEA–21. After the .22 percent reduction for the government-wide rescission and addition of new funding (as directed in the FY 2001 Omnibus Consolidated Appropriations Act), and transfer of funds to the Office of the Inspector General (OIG) as directed in the FY 2001 DOT Appropriations Act, FTA's FY 2001 appropriation is $6,260,696,100. The revised/adjusted FY 2001 funding amounts for FTA programs are displayed in Table 1.

The following text provides a narrative explanation of the funding levels and other factors affecting the apportionments and allocations.

B. TEA–21 Authorized Program Levels

TEA–21 provides a combination of trust and general fund authorizations that total $7,274,000,000 for the FY 2001 FTA program. Of this amount, $6,271,000,000 was guaranteed under the discretionary spending cap and made available in the FY 2001 DOT Appropriations Act. Adjustments directed by the FY 2001 Omnibus Consolidated Appropriations Act reduce funding for FTA programs to $6,260,696,100 for FY 2001. See Table 11 for fiscal years 1998–2003 guaranteed funding levels by program and Table 11A for the total of guaranteed and non-guaranteed levels by program.

Information regarding estimates of the funding levels for 1999–2003 by state and urbanized area is available on the FTA website. The 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

Section 5327 of Title 49 U.S.C. allows the Secretary of Transportation to use not more than one-half percent of the funds made available under the Urbanized Area Formula Program and the Nonurbanized Area Formula Program, and three-quarters percent of funds made available under the Capital Investment 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 and the Nonurbanized Area Formula Program for FY 2001, and three-quarters percent of Capital Investment Program funds were reserved for these purposes before funds were apportioned.

D. 2002 Winter Olympic Games

The FY 2001 DOT Appropriations Act made $60,000,000 available from the formula grants program for the 2002 Winter Olympic Games. After applying a .22 percent reduction, in accordance with the government-wide rescission required by the FY 2001 Omnibus Consolidated Appropriations Act, $59,868,000 is available for this activity. The funds shall be available for grants for the costs of planning, delivery and temporary use of transit vehicles for special transportation needs and

construction of temporary transportation facilities for the XIX Winter Olympiad and the VIII Paralympiad for the Disabled, to be held in Salt Lake City, Utah.

III. Fiscal Year 2001 Focus Areas

A. Urbanized Area Formula Study

Section 3033 of TEA–21 requires the Secretary of Transportation to conduct a study of FTA's Urbanized Area Formula Program (49 U.S.C. 5307) and the needs of small urbanized areas with unusually high levels of transit service. On September 29, 2000, the Secretary of Transportation approved ''The Urbanized Area Formula Program and the Needs for Small Intensive Cities'', which reports the result of the study. The report concludes that sufficient issues exist suggesting that changes to the existing Urbanized Area Formula Grants Program should be considered as part of the FY 2004 and beyond reauthorization cycle. However, the formula apportionments should continue to reflect underlying transit needs. For further information contact Richard Steinmann, FTA Office of Policy Development, at (202) 366–4050.

B. National Transit Database Redesign

There have been major changes in federal reporting requirements affecting FTA. Most notable among these is prompt reporting of certain National Transit Database (NTD) data under the Government Performance and Results Act, and an increase in the level of detail. In addition, FTA must respond to congressional direction for new safety data reporting. These factors, along with other significant considerations and concerns, served as the impetus to redesign the NTD.

In the Spring of 2000, FTA conducted an outreach effort to the transit industry and then prepared a report to Congress entitled, ''Review of the National Transit Database'' (May 31, 2000), which evaluates the NTD reporting system. The report suggests a number of changes that will enhance the usefulness of the NTD while minimizing reporting burden. The report is available on the FTA website.

Presently, FTA is in the process of redesigning the data requirements of the NTD, which is expected to be completed by the Spring of 2001. System reprogramming and database testing will precede final implementation, which will take place during the Spring of 2002.

C. New Starts Roundtable

In FY 2000, FTA sponsored a series of New Starts Roundtable (NSR) meetings. The purpose of the NSR is to facilitate continued dialogue and information sharing between FTA and local sponsors of projects pursuing Capital Investment Program (section 5309) New Starts funding. This includes projects currently in FTA's New Starts pipeline or a study that may result in the selection of a major fixed guideway transit investment in the near future.

The NSR provides a forum for FTA and the New Starts community to jointly explore and address issues related to the New Starts planning, project development, and evaluation processes. The NSR Steering Committee, a partnership whose membership is comprised of the FTA Administrator, FTA staff and representatives from local transit agencies is responsible for outlining the strategy, developing topic areas and agendas and selecting sites and setting schedules for NSR meetings, in addition to implementing the NSR workplan activities.

The targeted participants for NSR meetings include planning directors or project/study managers who can share their views of the New Starts criteria and project development process. In FY 2000, two roundtable meetings were held: July 27th–28th, in Washington, DC; and August 2nd–3rd, in Las Vegas, NV. FTA is in the process of organizing NSR meetings for FY 2001. For additional information regarding this initiative, contact David Vozzolo or Tonya Holland, FTA Office of Planning Innovation and Analysis, at (202) 366–4033.

D. Intelligent Transportation Systems (ITS)

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 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 FTA regional offices and on the FTA website. These standards and requirements apply to FY 2001 allocations included in this notice that contain ITS components. Using existing FTA oversight procedures, FTA has initiated a program to provide initial oversight and technical assistance with respect to National ITS Architecture Consistency requirements.

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.

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

A. Metropolitan Planning Program

Funding made available for the Metropolitan Planning Program in the FY 2001 DOT Appropriations Act was $52,113,600—the guaranteed funding level under TEA–21. This amount has been reduced to $51,998,950 after application of the .22 percent reduction for the government-wide rescission required by the FY 2001 Omnibus Consolidated Appropriations Act.

The FY 2001 Metropolitan Planning Program apportionment to states for MPOs' use in urbanized areas totals $52,278,930. This amount includes $51,998,950 in FY 2001 funds, and $279,980 in prior year deobligated funds available for reapportionment under this program. A basic allocation of 80 percent of this amount ($41,423,144) 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 ($10,455,786) 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 FY 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.

In FY 2001, the results of the 2000 Census will be made available and the Census Bureau will designate new urbanized areas. Since the statutory formula for distribution of the Metropolitan Planning Program utilizes the latest available decennial census,

FTA anticipates use of the 2000 Census for FY 2002 funding apportionments. This will affect each state's apportionment. In addition, each state has an FTA approved in-state allocation formula to each urbanized area. States will be free to continue using their existing in-state formula distribution. When the Census Bureau issues its population data, FTA will request a state reaffirmation of these in-state formulas since most were last approved in FY 1992. A reaffirmation or new in-state formula should be submitted to the FTA Regional Office for approval prior to October 1, 2001 so that the funding distributions are effective in FY 2002.

Currently, guaranteed and authorized funding levels for each state over the life of TEA–21 (fiscal years 1999–2003) based on the 1990 Census, are posted at [http://www.fta.dot.gov/office/planning/gaf.htm]. By June 2001, FTA will post revised fiscal year 2002 and 2003 guaranteed and authorized funding levels based on the 2000 census for each state at this same website address. This information should be utilized by each state when reaffirming or revising in-state formulas.

B. State Planning and Research Program

Funding made available for the State Planning and Research Program in the FY 2001 DOT Appropriations Act was $10,886,400, the guaranteed funding level under TEA–21. This amount has been reduced to $10,862,450, after applying the .22 percent reduction for the government-wide rescission required by the FY 2001 Omnibus Consolidated Appropriations Act.

The FY 2001 apportionment for the State Planning and Research Program (SPRP) totals $10,938,770. This amount includes $10,862,450 in FY 2001 funds, and $76,320 in prior year deobligated funds, which have become available for reapportionment under this program. Final state apportionments for this program are also contained in 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 metropolitan 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 FY 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 estimated FY 2001 apportionments for the FHWA Metropolitan Planning Program (PL) and estimated apportionments for FY 2001 State Planning and Research Program (SPRP) are contained in Table 3. These estimates include expected SPRP funding increases from the Revenue Budget Aligned Authority authorized in TEA–21, Section 1105. The amounts are as originally provided by FHWA and may be adjusted by that agency to incorporate the .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act.

E. Local Match Waiver for Specified Planning Activities

Job Access Planning. 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 permit the 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 for Fiscal Year 2001

The FTA and FHWA identify Planning Emphasis Areas (PEAs) annually to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. Identification of PEAs calls attention to a national policy emphasis on the themes and priorities within FTA and FHWA for enhanced inventory of current practice, guidance and training in those areas. The FTA and FHWA are committed to providing opportunities to the planning community to exchange ideas and experiences on innovative practice in these topic areas throughout the year. Furthermore, this information will constitute an important component of guidance for implementing the planning and environmental provisions of TEA–21.

To that end, FTA and FHWA intend to periodically develop information that will be made available through publications, on the FTA and FHWA websites, and through other means. As opportunities become available, this information also will be promoted for inclusion on the agendas of regional and national conferences held during the year. To support these efforts, FTA and FHWA encourage planning organizations to expand their work activities on these topics through their planning work activities, as set forth in Unified Planning Work Programs (UPWPs) and State Planning and Research Programs. This will be the resource base and means by which innovative and effective practices can be identified and reported back to the planning community.

For FY 2001, five key planning themes have been identified as PEAs: (1) Mainstreaming safety in the transportation planning and decision-making process; (2) incorporation of environmental streamlining as a policy and planning analysis theme within planning processes; (3) transportation system management and operations; (4) demonstrated compliance with Title VI of the Civil Rights Act and accommodation of the principles of environmental justice; and (5) coordination of non-emergency transportation services.

(1) *Safety in Transportation.* TEA–21 emphasizes the safety of transportation systems as a national priority and calls for transportation plans and strategies that ''increase the safety and security of transportation systems.'' The DOT Strategic Plan identifies safety as the highest priority and includes a goal to ''promote the public health and safety by working toward the elimination of transportation-related deaths, injuries and property damage.''

The DOT short-term objective is to integrate safety considerations into all stages of the transportation planning process, including identification of activities to be considered during the development of UPWPs and SPRPs. States and MPOs are encouraged to consider both long and short-term strategies for inclusion in their plans and transportation improvement programs (TIPs).

FTA and FHWA are working together to advance the state-of-practice in addressing safety in the metropolitan and statewide planning process. In May 2000, FTA and FHWA hosted a meeting along with the Transportation Research

Board (TRB) of safety professionals and planners to address safety in the metropolitan planning process. From that meeting, a TRB report describing the issues and recommendations identified at the meeting will be produced, and is expected to be available on the TRB website in the Fall of 2000 at [*http://www.nas.edu/trb*]. Participants in the TRB meeting summarized the following strategies for addressing safety in planning processes:

- Establish a foundation for safety in planning;
- Improve access to safety data and encourage its use;
- Address safety in the consideration of alternative mode choice options;
- Explicitly address safety in federal and state regulatory policy; and
- Market and advocate safety through ''champions'' to user groups.

These suggested strategies are just a beginning. FTA and FHWA are also working to document good practice and develop guidance in the area of safety planning that will be a tool for both states and MPOs in addressing safety in their planning processes. Through good practice and guidance, MPOs can begin to identify methods to integrate safety within the planning process. These methods may include:

- Providing an umbrella for the coordination of transportation safety activities among various levels of government, the private sector and other specialized transportation safety groups;
- Enhancing the knowledge of local officials and the public on traffic safety; and
- Developing assessment tools for safety based upon existing problems and how proposed projects will decrease problems in a regional context.

(2) *Environmental Streamlining.* TEA–21 reflects the concerns of Congress and the transportation community that the planning and project development processes are requiring too much time before solutions to serious transportation problems are ready for implementation. TEA–21 mandated the elimination of the Major Investment Study as a stand-alone requirement and the streamlining of the process for complying with the National Environmental Policy Act (NEPA) and other environmental statutes and regulations. Developing and guiding projects through the planning and review processes faster, without compromising environmental safeguards, is a complex undertaking for which there is no easy solution.

FHWA and FTA have engaged the federal environmental and permitting agencies in a dialogue on ways to improve the planning and NEPA processes. This dialogue has produced a national Memorandum of Understanding (MOU) on environmental streamlining among the federal agencies, which formalizes their commitment to streamline the environmental review process for federally-funded highway and transit projects, while fulfilling their responsibilities to protect the environment. The MOU calls for early consideration of environmental and community issues during the planning process in consultation with federal and state environmental resource agencies. FHWA followed up on the national MOU by convening regional summits on environmental streamlining. These summits have resulted in a number of regional and statewide MOUs that address more specific linkage between planning and project development. These documents are generally available in the environmental streamlining ''tool kit'' that has been posted on the FHWA website at [http://www.fhwa.dot.gov/environment/strmlng.htm].

FTA and FHWA are establishing environmental streamlining as a PEA to encourage greater effort, innovative approaches, and a national dialogue on using the planning process to advance this objective. Examples of the kinds of innovative planning concepts that might serve to streamline the environmental process under the appropriate conditions include the introduction and use of new technologies such as Geographic Information Systems to study regional environmental issues in support of programmatic approvals, or closer coordination of transportation planning with other planning efforts such as land use planning, air quality planning, or watershed management and associated mitigation banking. Additional streamlining concepts are being explored in a number of states such as Florida, Oregon, and California through pilot projects or pilot programs specifically identified by the State DOTs, MPOs, and transit agencies for this purpose. An expert panel established through the National Cooperative Highway Research Program is monitoring, analyzing, and reporting on the status of the pilot streamlining effort around the country. The results will be added to the streamlining tool kit on the FHWA website mentioned above.

As part of this PEA, FHWA and FTA are seeking not only to demonstrate that earlier consideration of environmental issues during planning makes sense, but also actually to quantify, to the extent possible, the time savings and environmental benefits that result. To that end, a preliminary baseline assessment of processing times has been completed and a more detailed assessment is underway. As additional data becomes available, it too will be posted on the FHWA streamlining website.

(3) *Transportation System Management and Operations.* TEA–21 challenges the FHWA and FTA to move beyond traditional infrastructure-based approaches to improve the movement of people and goods. TEA–21 emphasizes a greater need to improve the way transportation systems are managed and operated. The challenge, in terms of transportation planning, is not only to make a good investment in infrastructure, but also to see that this investment is managed and operated to meet a broad range of customer needs. The FHWA and FTA are establishing management and operations as a PEA to encourage innovation, promote a national dialogue, and advance the state of the practice.

FTA and FHWA recognize that future transportation planning must look beyond the perception that management and operation strategies merely reduce congestion problems or move vehicles faster. The FHWA and FTA are convening a working group to develop recommendations to better integrate transportation operations and planning to address a broad array of transportation issues.

Information is available at website address [http://plan2op.fhwa.dot.gov] to guide and inform transportation planners on effective ways to consider management and operations investments, programs and actions in planning contexts. It provides a document library that may be searched for recent documents that deal with this subject and also presents a forum for the exchange of experiences.

(4) *Transportation Equity and Public Involvement.* Increasingly, concerns for compliance with provisions of Title VI of the Civil Rights Act have been raised by citizens and advocacy groups with regard to broad patterns of transportation investment and impact considered in metropolitan and statewide planning. While Title VI and environmental justice concerns have most often been raised during project development, it is important to recognize that the law applies equally to the processes and products of metropolitan and statewide planning. Public involvement is a major element of this process.

FTA and FHWA are working jointly to develop guidance to support metropolitan areas and states in their efforts to incorporate considerations of transportation equity in their local

planning processes and substantiate Title VI compliance through demonstrated actions. Several releases of resource materials have taken place over the past year, including:

• ''Title VI Environmental Justice Planning Technical Assistance Manual'' with accompanying implementation training;

• brochure and fact sheet to facilitate a better understanding of Title VI/ Environmental Justice considerations in transportation activities; and

• creation of an informational website which can be accessed at [http://*www.fhwa.dot.gov/environment/ej2.htm*].

Case studies and effective practice materials are being prepared for wide distribution, and a companion training and education package is being designed. These will be completed by the end of 2000.

States and Metropolitan Planning Organizations (MPOs) are advised to strengthen their planning processes in this area and to document their effort in two categories of work activity:

(a) Strengthen the focus of public involvement efforts, with special attempts to include the traditionally under-served and under-represented in the planning process; and

(b) assessing the distribution of benefits and adverse environmental impacts at both the plan and project levels.

Over the fiscal year, a range of possible procedural and analytical approaches for complying with provisions of Title VI and the Executive Order on Environmental Justice at the planning stage will be developed and disseminated through guidance and regulation. To support that effort, ''innovative practice'' case study development and training opportunities will be enhanced, based in part on the reported activities and experiences of metropolitan and statewide planning processes in this area.

(1) *Coordination of Non-Emergency Transportation Services.* Experience and research have shown that coordinating program resources for transportation services can lead to increased service availability and more cost-effective transportation services to persons with limited access and special needs. The DOT and the U.S. Department of Health and Human Services (HHS) recognize that there are over 70 federal programs in which some aspect of transportation services is an allowable use of funds. The Departments are jointly developing a coordination resource, the Transportation Coordination Toolkit, to assist states and communities in their efforts to improve access to transportation services for persons with special mobility needs.

The initial piece in the Transportation Coordination Toolkit is a guide to coordinating transportation planning for DOT and HHS. It addresses the information and actions necessary to coordinate the transportation resources of various programs of DOT and HHS. Additional pieces will include case studies, a compilation of federal-funding sources, and a program resource guide. Additional information on these can be found on the website for the Coordinating Council on Access and Mobility at [http://www.ccamweb.org].

G. Federal Planning Certification Reviews

The Intermodal Surface Transportation Efficiency Act (ISTEA) required FTA and FHWA to certify, at least every three years, that the planning processes conducted in the largest metropolitan areas were being carried out in compliance with applicable provisions of federal law. This provision applies specifically to localities termed ''Transportation Management Areas'' (TMA), which are urbanized areas with populations of 200,000 and above, or other urbanized areas that may be designated by the Secretary of Transportation. TEA–21 further required that, in conducting these certification reviews, provisions be made for public involvement appropriate to the metropolitan area under review.

To that end, an annual calendar of prospective dates and locations for certification reviews of TMAs anticipated in FY 2001 has been prepared and is posted on the FTA website at [http://www.fta.dot.gov/library/planning/cert2001.htm].

For further information regarding federal certifications of the planning process contact: for FTA, Charles Goodman, FTA Metropolitan Planning Division, (202) 366–1944, or Scott Biehl, FTA Office of Chief Counsel, (202) 366–4063; for FHWA, Sheldon Edner, FHWA Metropolitan Planning Division, (202) 366–4066, or Reid Alsop, FHWA Office of the Chief Counsel, (202) 366–1371.

H. Consolidated Planning Grants

In FY 1997, FTA and FHWA began offering states the option of participating in a pilot Consolidated Planning Grant (CPG) program. FTA and FHWA have now made CPG a permanent pilot. As part of the permanent pilot, additional state participants are sought so that FTA and FHWA can benefit from the widest possible range of participant input to improve and further streamline the process.

Since the first CPG grant was awarded in April 1997, almost $228 million has been obligated by the pilot states. Of this total, more than $180 million is from FHWA sources. Of the 11 pilot participants, three have used annual grants only; three have a mixture of grant time lengths, starting with annual and switching to multi-year grants or vice versa; and five have used only multi-year grants with the grant period ranging up to three years so far. Under the multi-year approach option, the CPG grant would remain 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 annual 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. Those with the multi-year grants can close them at any time and begin the next year with either a new multi-year grant or an annual grant. The ease with which a state can opt for the single year or the multi-year approach to the CPG grant is just one example of the flexibility intended for the pilot.

Under the CPG, states can report metropolitan planning expenditures (to comply with the Single Audit Act) for both FTA and FHWA under the Catalogue of Federal Domestic Assistance number for FTA's Metropolitan Planning Program. Additionally, for states with an FHWA Metropolitan Planning (PL) fund matching ratio greater than 80 percent, the state (through FTA) can request a waiver of the 20 percent local share requirement in order that all FTA funds used for metropolitan planning in a CPG can be granted at the higher FHWA rate. For some states, this federal match rate can exceed 90 percent. Currently, two western states participating in the pilot are using the FHWA PL match rate.

Pre-award authority has been granted to FTA's planning programs for the life of TEA–21 (through FY 2003). 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. Beginning in FY 2000, the transfer procedures established to implement the transfer provision in TEA–21 (section 1103(i) ''Transfer of Highway and Transit Funds'') is applicable to

FHWA funds used in CPG. For planning projects funded through CPG, the state DOT requests the transfer of funds in a letter to the FHWA Division Office. The FHWA-funded planning activities must be in accordance with the state's or MPO's Planning Work Program. The letter must be signed by the appropriate state official or their designee and must specify the state and the amount of funding to be transferred for the CPG by apportionment category (e.g. STP, CMAQ, Donor State Bonus, Funding Restoration, etc.) and by appropriation year. The letter should include only the funding for planning activities contained in the state's or MPO's Planning Work Program. If no FTA program, either Metropolitan Planning (49 U.S.C. 5303) or Statewide Planning and Research (49 U.S.C. 5313(b)), is indicated for transfers to CPG, funds will be credited to the Metropolitan Planning Program.

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 Candace Noonan, Intermodal and Statewide Planning Division, FTA, at (202) 366–1648 or Anthony Solury, Office of Planning and Environment, FHWA, at (202) 366–5003.

I. New Starts Approval To Enter Preliminary Engineering and Final Design

TEA–21 extends FTA's long-standing authority for approving the advancement of candidate New Starts projects into preliminary engineering (PE) by requiring that FTA also approve entrance into the final design (FD) stage of project development. Specifically, 49 U.S.C. 5309(e)(6) requires that the basis for PE/FD approval is FTA's evaluation of candidate project's New Starts criteria, leading to an overall project rating of ''Highly Recommended,'' ''Recommended,'' or ''Not Recommended.'' FTA has established a set of decision rules for approving entrance into preliminary engineering and final design. After first meeting several basic planning, environmental, and project management requirements which demonstrate the ''readiness'' of the project to advance into the next stage of project development, candidate projects are subject to FTA evaluation against the New Starts project justification and local financial commitment criteria. Projects may advance to the next appropriate stage of project development (PE or FD) only if rated ''Recommended'' or ''Highly Recommended,'' based on the criteria. Projects rated ''Not Recommended'' will not be approved to advance.

Section 5309(e)(8)(A) of Title 49 U.S.C. exempts projects which request a section 5309 New Starts share of less than $25 million from the requirements of section 5309(e). TEA–21 also provides statutory exemptions to certain specific projects. It is important to note that any exemption under section 5309(e)(8)(A) applies only to the New Starts criteria serving as the basis for FTA's approval to advance to preliminary engineering and final design for such projects. New Starts projects with less than $25 million in New Starts funding must still request entrance to the next stage of development, and must fulfill all appropriate planning, environmental, and project management requirements.

Aside from the formal evaluation and rating of (non-exempt) New Starts projects, the general process for approving entrance into PE and FD is largely consistent with FTA's prior procedures for approving entrance into preliminary engineering. FTA issued guidance for evaluating and approving local agency requests for advancing projects in the New Starts project development process in FY 2000. Another revision is planned for 2001.

V. Section 5307 Urbanized Area Formula Program

A. Total Urbanized Area Formula Apportionments

The amount made available to the Urbanized Area Formula Program in the FY 2001 DOT Appropriations Act was $2,942,578,081. After the .22 percent reduction for the government-wide rescission required by the FY 2001 Omnibus Consolidated Appropriations Act and transfer of $1,000,000 to the OIG, $2,935,106,609 is available.

In addition to the $2,935,106,609 available in FY 2001 funds, the apportionment includes $4,735,805 in deobligated funds, which became available for reapportionment under 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 reserving ($13,682,722) for oversight, the amount of FY 2001 funds available for apportionment is $2,921,423,887. The funds to be reapportioned, described in the previous paragraph, are then added and increase the total amount apportioned for this program to $2,926,159,692.

An additional $4,839,280 is made available for the Alaska Railroad for improvements to its passenger operations, after the .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act. After reserving ($24,196) for oversight, $4,815,084 is available for the Alaska Railroad.

Table 12 contains the FY 2001 apportionment formula for the Section 5307 Urbanized Area Formula Program.

B. Fiscal Year 2000 Apportionment Adjustments

An adjustment has been made to the apportionment for one urbanized area because of corrections to data that were used to compute the FY 2000 formula grant apportionment published in the **Federal Register** of October 28, 1999 (64 FR 58212). The difference between the corrected apportionment and the previously published apportionment has been resolved and the necessary adjustment has been made to the area's apportionment for FY 2001. The dollar amounts published in this notice contain the adjustment, and the affected urbanized area has been advised.

C. Data Used for Urbanized Area Formula Apportionments

Data from the 1999 NTD (49 U.S.C. 5335) Report Year submitted in late 1999 and early 2000 have been used to calculate the FY 2001 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.

D. Urbanized Area Formula 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 in Table 4. This table 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 shows 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.* The following are 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—in particular, operating costs for historic facilities—may be assisted only 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) *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.

(5) *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 of 1990, 42 U.S.C. 12101 *et seq.*

(6) *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 awarded. The report must be submitted with the Federal fiscal year's final quarterly progress report in the Transportation Electronic Awards and Management System (TEAM). The report should include the following elements: (a) Grantee name, (b) urbanized area name and number, (c) FTA project number, (d) transit enhancement category, (e) brief description of enhancement and progress towards project implementation, (f) activity line item code from the approved budget, and (g) amount awarded by FTA for the enhancement.

F. Fiscal Year 2001 Operating Assistance

FY 2001 funding for operating assistance is available only to urbanized areas with populations under 200,000. For these 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.

TEA–21 provided two exceptions to the restriction on operating assistance in areas over 200,000 in population. These exceptions have been addressed and eligible areas identified.

G. Unobligated Funds for Operating Assistance

Unobligated funds for FY 1998, which were eligible for use as operating assistance, are still available for operating assistance. However, the operating assistance limitations remain on the unobligated FY 1998 funds. These funds continue to be available for obligation at the Federal/local share ratio of 50/50 through FY 2001. If the FY 1998 funds are not obligated before the end of FY 2001 they lapse to the area and are reapportioned. For unobligated FY 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 through FY 2001.

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. 5305. These designations were formally made in a **Federal Register** Notice dated May 18, 1992 (57 FR 21160). Additional areas have been designated as TMAs upon the request of the Governor and the MPO designated for such area or the affected local officials. During FY 2000, no additions to existing TMAs were designated.

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 do so and notify the appropriate FTA Regional Office of the designation. This includes those urbanized areas with less than 200,000 in population that may receive TMA designation independently, or those with less than 200,000 in population that are currently included within the boundaries of a larger designated TMA. In either case, the Governor only has discretion to allocate Governor's Apportionment funds attributable to areas that are outside of designated TMA boundaries. To enable FTA and Governors to identify which urbanized areas under 200,000 in population are included within the boundaries of an existing TMA, so that they can be identified in future **Federal Register** notices, each MPO whose TMA planning boundaries include these smaller urbanized areas is requested to report such areas to 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 population less than 200,000 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	Denton, Texas; Lewisville, Texas.
Houston, Texas ..	Galveston, Texas; Texas City, Texas.
Orlando, Florida	Kissimmee, Florida.
Melbourne-Palm Bay, Florida.	Titusville, 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 can be transferred to FHWA and made 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 that are designated for highway projects will be transferred to and administered by FHWA. The MPO should notify FTA of its intent to program FTA funds for highway purposes.

J. National Transit Database Internet Reporting

The National Transit Database (NTD) is FTA's national database for statistics on the transit industry, including safety data. In recent years, about 600 FTA grantees have used diskettes to report on their operating, financial and safety statistics to FTA.

Urbanized Area Formula Program funds for areas 200,000 and over in population are apportioned, in part, using NTD statistics. In addition, NTD data is summarized and used to report to Congress on the performance of the transit industry and the associated costs. These data are also used to assess whether FTA Strategic Plan goals have been met.

In FY 2001, NTD data may be reported via a new Internet-based reporting system or by the traditional diskette. Over 300 NTD reporters have been trained on the new Internet system. Internet reporting should speed data collection and validation. The FTA encourages each agency to use the new Internet reporting system.

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

A. Nonurbanized Area Formula Program

The amount made available for the Nonurbanized Area Formula Program in the FY 2001 DOT Appropriations Act was $205,461,168. After the .22 percent reduction for the government-wide rescission required by the FY 2001 Omnibus Consolidated Appropriations Act, $205,009,154 is available.

The FY 2001 Nonurbanized Area Formula apportionments to the states total $205,485,900 and are displayed in Table 5. Of the $205,009,154 available, ($1,025,046) was reserved for oversight. In addition to the FY 2001 funding, the funds available for apportionment included $1,501,792 in deobligated funds from fiscal years prior to FY 2001. 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 FY 2001 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. FY 2001 Nonurbanized Area Formula grant applications must reflect this level of programming for intercity bus or include a certification from the Governor.

B. Rural Transit Assistance Program (RTAP)

Funding made available for the RTAP in the 2001 DOT Appropriations Act was $5,250,000—the guaranteed funding level under TEA–21. This amount has been reduced to $5,238,450, after applying the .22 percent reduction for the government-wide rescission required by the FY 2001 Omnibus Consolidated Appropriations Act.

The FY 2001 RTAP allocations to the states total $5,404,340 and are also displayed in Table 5. This amount includes $5,238,450 in FY 2001 funds, and $165,890 in prior year deobligated funds, which are available for reapportionment.

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.

FTA requested and Congress made available an additional $750,000 in FY 2001 (in the FY 2001 DOT Appropriations Act) to support RTAP activities carried out at the national level. The national projects support the states in their use of the formula allocations for training and technical assistance. These funds are also subject to the .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act and will be reduced accordingly.

VII. Section 5310 Elderly and Persons With Disabilities Program

Funds in the amount of $77,410,801 were made available for the Elderly and Persons with Disabilities Program in the FY 2001 DOT Appropriations Act. After the .22 percent reduction for the government-wide rescission required by the FY 2001 Omnibus Consolidated Appropriations Act, $77,240,497 is available.

A total of $77,560,406 is apportioned to the states for FY 2001 for the Elderly and Persons with Disabilities Program. In addition to the FY 2001 funding of $77,240,497, the FY 2001 apportionment includes $319,909 in prior year unobligated funds, which are available for reapportionment under 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 there are no non-profit organizations in the area that are 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.

VIII. FHWA Surface Transportation Program and Congestion Mitigation and Air Quality Funds Used for Transit Purposes (Title 23, U.S.C.)

A. Transfer Process

TEA–21 made changes in how to apply the flexibility provisions of funds transferred from FHWA to FTA. Section 1103(i) of TEA–21, as amended, provides that when funds are transferred, obligation authority will be transferred to the receiving agency. Under ISTEA, obligation authority was not transferred.

Effective October 1, 1999, new procedures were implemented to accommodate this change for FY 2000 and subsequent years. The process for transfers to the FTA formula programs is described below. Information on the transfer of FHWA funds to FTA planning programs can be found in section IV.H., above.

Transfer from FHWA to FTA. FHWA funds designated for use in transit capital projects must result from the metropolitan and state planning and programming process, and must be included in an approved Statewide Transportation Improvement Program (STIP) before the funds can be transferred. The state DOT requests, by letter, the transfer of highway funds for a transit project to the FHWA Division Office. The letter should specify the project, amount to be transferred, apportionment year, state, federal aid apportionment category (*i.e.* Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Interstate Substitute, or congressional earmark), and a description of the project as contained in the STIP.

The FHWA Division Office confirms that the apportionment amount is available for transfer and concurs in the transfer by letter to the state DOT and FTA. FHWA then transfers obligation authority and an equal amount of cash to FTA. All CMAQ or STP, or FHWA earmark funds will be transferred to one of the three FTA formula capital programs (i.e. Urbanized Area Formula (section 5307), Nonurbanized Area Formula (section 5311) or Elderly and Persons with Disabilities (section 5310).

The FTA grantee application for the project must specify for which Title 49 U.S.C., transit program funds will be used and the application should be prepared in accordance with the requirements and procedures governing that section. Upon review and approval of the grantee's application, FTA obligates funds for the project.

The transferred funds are treated as FTA formula funds, although they retain an identifying code for tracking purposes. The funds may be used for any purpose eligible under the FTA formula capital program to which they are transferred. CMAQ funds, however, have to be used for air quality purposes and some eligible projects are defined by the Clean Air Act. All FTA requirements are applicable to transferred funds. Transferred funds should be combined with regular FTA funds in a single annual grant application.

Transfers from FTA to FHWA. The Metropolitan Planning Organization (MPO) submits a request to the FTA Regional Office for a transfer of FTA section 5307 formula funds (apportioned to an urbanized area 200,000 and over in population) to FHWA based on approved use of the funds for highway purposes, as contained in the Governor's approved State Transportation Improvement Program. The MPO must certify that: (1) The funds are not needed for capital investments required by the Americans with Disabilities Act; (2) notice and opportunity for comment and appeal has been provided to affected transit providers; and (3) local funds used for non-Federal match are eligible to provide assistance for either highway or transit projects. The FTA Regional Administrator reviews and concurs in the request then forwards the approval to FTA Headquarters, where a reduction is made to the grantee's formula apportionment and FTA's National Operating Budget in TEAM (FTA's electronic grants management system), by the dollar amount being transferred to FHWA.

For information regarding these procedures, please contact Kristen D. Clarke, FTA Budget Division at (202) 366–1699 or Richard Meehleib, FHWA Finance Division at (202) 366–2869.

B. Matching Share for FHWA Transfers

The provisions of Title 23, U.S.C., regarding the non-federal share apply to Title 23 funds used for transit projects. Thus, FHWA 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 permitted. 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 transfers used to fund transit projects 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 FHWA transfers 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.

IX. Section 5309 Capital Investment Program

A. Fixed Guideway Modernization

The formula for allocating the Fixed Guideway Modernization funds contains seven tiers. The allocation of funding under the first four tiers, through FY 2003, will be based on data used to apportion the funding in FY 1997. Funding under the last three 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 FY 2001 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 the apportionments. A threshold level of more than one mile of fixed guideway is required to receive Fixed Guideway Modernization funds. Therefore, urbanized areas reporting one mile or less of Fixed Guideway mileage under

the National Transit Database are not included.

For FY 2001, $1,058,400,000 was made available for fixed guideway modernization in the FY 2001 DOT Appropriations Act, which was the guaranteed funding level in TEA–21. After applying the .22 percent reduction for the government-wide rescission required by the FY 2001 Omnibus Consolidated Appropriations Act, $1,056,071,520 is available.

An amount of ($7,920,536) was then deducted for oversight, leaving $1,048,150,984 available for apportionment to the eligible urbanized areas. In addition to the FY 2001 funding, $289,758 in deobligated funds from fiscal years prior to FY 2001 is added and increases the total amount apportioned to $1,048,440,742 under fixed guideway modernization. Table 13 contains information regarding the fixed guideway modernization apportionment formula.

B. New Starts

Amounts made available for New Starts in the FY 2001 DOT Appropriations Act was $1,058,400,000, which was fully allocated and represents the guaranteed funding level under TEA–21. After applying the .22 percent reduction for the government-wide rescission and adding appropriated funding of $1,000,000 for Southeast Light Rail Extension project, in Dallas, TX, and $3,000,000 for the Newark-Elizabeth rail link project in New Jersey, as directed by the FY 2001 Omnibus Consolidated Appropriations Act, $1,060,062,720 is available.

Of this amount ($7,942,987) was reserved for oversight activities, leaving $1,052,119,733 available for allocations to projects. Prior year unobligated funds specified by Congress to be reallocated in the amount of $26,994,048 are then added and increase the total amount allocated to $1,079,113,781. The reallocated funds were derived from unobligated and deobligated balances for the following projects: Burlington to Gloucester, New Jersey (Pub.L. 103–331), $1,488,750; Orlando, Florida Lynx rail project, $20,521,470; and Pittsburgh, Pennsylvania airport busway project (Pub.L. 105–66), $4,983,828. The final allocation for each New Starts project is shown in Table 8 of this notice.

Prior year unobligated allocations for New Starts in the amount of $459,373,575 remain available for obligation in FY 2001. This amount includes $448,966,118 in fiscal years 1999 and 2000 unobligated allocations, and $10,407,457 for fiscal years 1997 and 1998 unobligated allocations that were extended in the Conference Report. These unobligated amounts are displayed in Table 8A.

Capital Investment Program funds for New Starts projects identified as having been extended in the Conference Report accompanying the FY 2001 DOT Appropriations Act will lapse September 30, 2001. A list of the extended project amounts that remain unobligated as of September 30, 2000 is appended to Table 8A for ready reference.

The FY 2001 DOT Appropriations Act directs that a New Starts FY 1999 allocation for the Colorado North Front Range corridor feasibility study ($496,280) is to be made available for the ''Colorado Eagle Airport to Avon light rail system feasibility study.'' Also, section 360 of the FY 2001 DOT Appropriations Act provides that a FY 1998 allocation for Jackson, Mississippi Intermodal Corridor is now available for obligation in this fiscal year for studies to evaluate and define transportation alternatives, including an intermodal facility at Jackson International Airport and for related preliminary engineering, final design or construction.

C. Bus

The FY 2001 DOT Appropriations Act provides $529,200,000, for the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities. This amount represents the guaranteed funding level under TEA–21. After the .22 percent reduction for the government-wide rescission and adding newly appropriated funding of $500,000 for the Alabama A&M University buses and bus facilities project, as directed by the FY 2001 Omnibus Consolidated Appropriations Act, $528,534,660 is available.

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 Investment Program, and $50,000,000 from the Formula Program. However, recent congressional appropriation actions have directed the formula portion of the Clean Fuels Program be transferred and available for the Bus category of the Capital Investment Program. In addition, these funds have been reduced by .22 percent, in accordance with the government-wide rescission. Thus, $578,424,660 of funds appropriated in FY 2001 is available for funding the Bus category of the Capital Investment Program. After deducting ($4,334,443) for oversight, the amount of FY 2001 funds available for allocation is $574,090,217.

The Conference Report accompanying the FY 2001 DOT Appropriations Act allocated most of the FY 2001 Bus funds to specified states or localities for bus and bus-related projects. FTA will honor those allocations to the extent that they comply with the statutory authorization for that program. However, allocations for two projects authorized to be funded under TEA–21 (the ''Georgetown University fuel cell bus program'' and the ''Altoona bus testing facility'') were not included in the Conference Report. Absent language overriding the authorization, these projects need to be funded with section 5309 Bus funds. To provide funding for these projects at the levels authorized under TEA–21, a minor deduction was applied to the other Bus allocations on a prorated basis. In addition, the suballocations for the Commonwealth of Virginia specified in the Conference Report exceeded the statewide allocation amount. Therefore, a prorated reduction was applied to each statewide suballocation to correct the difference so that the total for the suballocations equaled the statewide allocated amount. Table 9 displays the allocation of the FY 2001 Bus funds by state and project.

Prior year unobligated balances for Bus Program allocations in the amount of $443,354,553 remain available for obligation in FY 2001. This includes $436,416,460 in fiscal years 1999 and 2000 unobligated allocations, and $6,938,093 for fiscal years 1997 and 1998 unobligated allocations that were extended in the Conference Report. These unobligated amounts are displayed in Table 9A.

Capital Investment Program funds for Bus projects identified as having been extended in the Conference Report accompanying the FY 2001 DOT Appropriations Act will lapse September 30, 2001. A list of the extended project amounts that remain unobligated as of September 30, 2000 is appended to Table 9A for ready reference.

In addition, the Conference Report indicates that the following revisions to projects or the reprogramming of funds should be made under the bus category:

(1) Two FY 2000 bus allocations, Alabama, Gees Bend Ferry facilities, Wilcox County ($3,743,808) and Alabama, Jefferson State Community College/University of Montevallo pedestrian walkway ($198,503) are made available to the State of Alabama for buses and bus-related facilities;

(2) remaining balances of $800,000 from FY 1999 and FY 2000 allocations to Fayette County, PA are made available for an intermodal parking facility in Cambria County, PA;

(3) FY 2000 allocation for Michigan statewide buses is expanded to include ''bus-related equipment and bus facilities;''

(4) up to $560,000 of funds allocated for the transportation depot and plaza project in Hot Springs, Arkansas in FY 2000, may be available for buses and bus facilities; and

(5) fiscal year 1999 and 2000 allocations for ''Intermodal Facilities'' for Washington County, and Westmoreland County, PA shall include ''bus and bus facilities.''

X. Job Access and Reverse Commute Program

The FY 2001 DOT Appropriations Act provides $100 million for the Job Access and Reverse Commute Program, which is the guaranteed funding level under TEA–21. After the .22 percent reduction for the government-wide rescission required by the FY 2001 Omnibus Consolidated Appropriations Act, this amount has been reduced to $99,780,000. Of this amount, $75,079,461 has been allocated to 67 states and localities specified in the FY 2001 Conference report. These allocations are listed in Table 10. FTA will honor those allocated projects that meet the statutory intent of the program.

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 that 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. A total of up to $10,000,000 from the appropriation can be used for Reverse Commute Projects.

One of the 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 an area-wide 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.

In FY 2000, $49,570,000 was allocated to projects specified in the FY 2000 Conference report. FTA undertook a national solicitation of applications for the remaining funds under this program and conducted a competitive process to select applications. As a result, FTA selected 91 competitive proposals for a total of $25.69 million, including projects in 44 states and the District of Columbia.

XI. Over-the-Road Bus Accessibility Program

The amount made available for the Over-the-Road Bus Accessibility (OTRB) Program in the FY 2001 DOT Appropriations Act was $4,700,000, which is the guaranteed funding level under TEA–21. After applying the .22 percent reduction for the government-wide rescission required by the FY 2001 Omnibus Consolidated Appropriations Act, this amount has been reduced to $4,689,660. Of this amount, $2,993,400 is available to providers of intercity fixed-route service, and $1,696,260 is available to other providers of over-the-road bus services, including local fixed-route service, commuter service, and charter and tour service.

The OTRB program authorizes FTA to make grants to operators of over-the-road buses to help finance the incremental capital and training costs of complying with the DOT over-the-road bus accessibility final rule, published in a **Federal Register** Notice on September 24, 1998. Funds will be provided at 90 percent Federal share. FTA conducts a national solicitation of applications and grantees are selected on a competitive basis.

In FY 2000, a total of $2 million was available to intercity fixed-route providers and $1.7 million was available to all other providers. FTA selected 47 applicants from among the 57 applications submitted for funding incremental capital and training costs of complying with DOT's OTRB Accessibility requirements.

A separate **Federal Register** Notice providing program guidance and application procedures for FY 2001 will be issued.

XII. Clean Fuels Formula Program

TEA–21 established the Clean Fuels Formula Grant Program under section 5308 of Title 49 U.S.C., to assist non-attainment and maintenance areas in achieving or maintaining attainment status and to support markets for emerging clean fuel technologies. Under the program, public transit agencies in maintenance and non-attainment areas (as defined by the EPA) are to apply for formula funds to acquire clean fuel vehicles. The legislation specified the program to be funded with $50,000,000 from the bus category of the Capital Investment Program, and $50,000,000 from the Urbanized Area Formula Program in each fiscal year of TEA–21.

However, congressional appropriation actions in this fiscal year as well as in fiscal years 1999 and 2000, have provided no funds for this program.

XIII. 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

The dollar unit values of data derived from the computations of the Urbanized Area Formula Program, the Nonurbanized Area Formula Program, and the Capital Investment Program—Fixed Guideway Modernization apportionments are displayed in Table 14 of this notice. To determine how an apportionment amount was computed for an area, multiply its population, population density, and data from the NTD by the unit values.

XIV. 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 FY 2001. Any of these apportioned funds unobligated at the close of business on September 30, 2004 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 FY 2001. Any such funds remaining unobligated at the close of business on September 30, 2003, 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, 2001. 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 FY 2001 DOT Appropriations Act includes a provision requiring that FY 2001 New Starts and Bus funds not obligated for their original purpose as of September 30, 2003, shall be made available for other projects under 49 U.S.C. 5309.

Capital Investment Program funds for New Starts and Bus projects identified as having been extended in the Conference Report accompanying the FY 2001 DOT Appropriations Act will lapse September 30, 2001.

XV. Automatic Pre-award Authority to Incur Project Costs

A. Policy

FTA provides blanket or automatic pre-award authority to cover certain program areas described below. This pre-award authority allows grantees to incur project costs prior to grant approval and retain their eligibility for subsequent reimbursement after grant approval. The grantee assumes all risk and is responsible for ensuring that all conditions, which are described below, are met to retain eligibility. 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 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 FY 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 Investment Bus allocations identified in this notice. Pre-award authority does not apply to Capital New Start funds, or to Capital Investment Bus projects not specified in this or previous notices, except as described in D. below. 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.

For section 5309 Capital Investment Bus projects, the date that costs may be incurred is the date that the appropriation bill in which they are contained is enacted. For blanket pre-award authority in formula programs described above, the effective date is June 9, 1998.

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) The 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 that 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 pre-award 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 awarded 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 the pre-award authority applies, the authority expires with the lapsing of the fiscal year funds.

(7) The Financial Status Report, in TEAM, must indicate the use of pre-award authority.

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 771), the grantee may not advance the project beyond planning and preliminary engineering before FTA has issued either a categorical exclusion (refer to 23 CFR 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. For planning projects, the project must be included in a locally approved Planning Work Program that has been coordinated with the State. 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.

D. Pre-Award Authority for New Starts Projects Approved for Preliminary Engineering and/or Final Design

New Starts Projects are required to follow a federally defined planning process. This process includes, among other things, FTA approval of entry of a project into preliminary engineering and approval to enter final design. The grantee request for entry into preliminary engineering and the request

for entry into final design both document the project and how it meets the New Starts criteria in detail. With FTA approval to enter preliminary engineering, and subsequent approval to enter final design, FTA will automatically extend pre-award authority to that phase of project development. The pre-award authority to incur costs for final design is strictly limited to design work. No capital items or right of way acquisition is included in this blanket pre-award authority.

This provision was first implemented in FY 2000 and is intended to streamline and eliminate duplicative and unnecessary paperwork and reinforce the importance of these New Starts approval actions. New Starts construction or right-of-way acquisition as well as New Starts planning funded with section 5309 funds not covered by preliminary engineering or final design approval still need letters of no prejudice requested as described below.

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

A. Policy

Letter of No Prejudice (LONP) Policy 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 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 Section 5309 New Starts funds 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 that 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 capital 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. For planning projects, the project must be included in a locally approved Planning Work Program that has been coordinated with the State. 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.

XVII. FTA Home Page on the Internet

FTA provides extended customer service by making available transit information on the FTA website, including this Apportionment Notice. Also posted on the website 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, The 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 FY 2001 Annual List of Certifications and Assurances is also posted on the FTA website. Other documents on the FTA website of particular interest to public transit providers and users include the 1998 Statistical Summaries of FTA Grant Assistance Programs, and the National Transit Database Profiles.

FTA circulars are listed at:[http://www.fta.dot.gov/library/admin/checklist/circulars.htm]. Other guidance

of interest to Grantees can be found at: [http://www.fta.dot.gov/grantees/index.html].

Grantees should check the FTA website frequently to keep up to date on new postings.

XVIII. FTA Fiscal Year 2001 Annual List of Certifications and Assurances

The ''Fiscal Year 2001 Annual List of Certifications and Assurances'' is published in conjunction with this notice. It appears as a separate Part of the **Federal Register** on the same date whenever possible. The FY 2001 list contains several changes to the previous year's **Federal Register** publication. As in previous years, the grant applicant should certify electronically. Under certain circumstances the applicant may enter its PIN number in lieu of an electronic signature provided by its attorney, provided the applicant has on file the current affirmation of its attorney in writing dated this federal fiscal year. The applicant is advised to contact the appropriate FTA Regional Office for electronic procedure information.

The ''Fiscal Year 2001 Annual List of Certifications and Assurances'' is accessible on the Internet at [http//:www.fta.dot.gov/library/legal/ca.htm]. Any questions regarding this document may be addressed to the appropriate Regional Office.

XIX. Grant Application Procedures

All applications for FTA funds should be submitted to the appropriate FTA Regional Office. FTA utilizes an electronic grant application system known as TEAM and all applications should be filed electronically. FTA has provided exceptions to the requirement for electronic filing of applications for certain new, non-traditional grantees in the Job Access and Reverse Commute and Over-the-Road Bus Accessibility programs as well as to a few grantees that have not successfully connected to or accessed TEAM.

With FY 2001, FTA is establishing a 90-day goal for processing and approving all capital, planning and operating grants, including the section 5307 Urbanized Area Formula Program, section 5309 Fixed Guideway Modernization Program, the New Starts and Bus Programs, the section 5310 Elderly and Persons with Disabilities Program, the section 5311 Nonurbanized Area Formula Program, the Job Access and Reverse Commute Program, the Over-the-Road Bus Accessibility Program, section 5303 Metropolitan Planning Program, and section 5313(b) State Planning and Research Program. The 90-day processing time begins with the receipt of a complete application by the Regional Office. In order for an application to be considered complete, it must meet the following requirements: all projects must be contained in an approved STIP, all environmental findings must be made by FTA, there must be an adequate project description, local share must be secure, all required civil rights submissions must have been submitted, and certifications and assurances must be properly submitted. Once an application is complete, the FTA Regional Office will assign a project number and submit the application to the Department of Labor for a certification under section 5333(b). The FTA circulars referenced below contain more information regarding application contents and complete applications.

Formula and Capital Investment 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. 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 website.

Applications for grants containing transferred FHWA funds (STP, CMAQ, and others) should be prepared in the same manner as for funds under the program to which they are being transferred. The application for flexible funds needs to specifically indicate the type and amount of flexible funds being transferred to FTA. The application should also describe which items are being funded with transferred funds, consistent with the Statewide Transportation Improvement Program (STIP).

Issued on: January 9, 2001.

Nuria I. Fernandez,

Acting Administrator.

BILLING CODE 4910–57–P

FEDERAL TRANSIT ADMINISTRATION

TABLE 1 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 APPROPRIATIONS FOR GRANT PROGRAMS

SOURCE OF FUNDS	ORIGINAL APPROPRIATION	REVISED APPROPRIATION	
TRANSIT PLANNING AND RESEARCH PROGRAMS			
Planning			
Section 5303 Metropolitan Planning Program	$52,113,600	$51,998,950	
Reapportioned Funds Added	279,980	279,980	
Total Apportioned	$52,393,580	$52,278,930	
Section 5313(b) State Planning and Research Program	$10,886,400	$10,862,450	
Reapportioned Funds Added	76,320	76,320	
Total Apportioned	$10,962,720	$10,938,770	
Research			
Section 5311(b)(2) Rural Transit Assistance Program (RTAP)	$5,250,000	$5,238,450	
Reapportioned Funds Added	165,890	165,890	
Total Apportioned	$5,415,890	$5,404,340	
FORMULA PROGRAMS	$3,345,000,000	$3,336,643,200	a/
Alaska Railroad (Section 5307)	4,849,950	4,839,280	
Less Oversight (one-half percent)	(24,250)	(24,196)	
Total Available	4,825,700	4,815,084	
Section 5308 Clean Fuels Formula Program	(50,000,000)	(49,890,000)	
Over-the-Road Bus Accessibility Program	4,700,000	4,689,660	
2002 Winter Olympic Games in Salt Lake City	$60,000,000	$59,868,000	
Section 5307 Urbanized Area Formula Program			
91.23% of Total Available for Sections 5307, 5311, and 5310	$2,942,578,081	$2,935,106,609	
Less Oversight (one-half percent)	(14,712,890)	(13,682,722)	
Reapportioned Funds Added	4,735,805	4,735,805	
Total Apportioned	$2,932,600,996	$2,926,159,692	
Section 5311 Nonurbanized Area Formula Program			
6.37% of Total Available for Sections 5307, 5311, and 5310	$205,461,168	$205,009,154	
Less Oversight (one-half percent)	(1,027,306)	(1,025,046)	
Reapportioned Funds Added	1,501,792	1,501,792	
Total Apportioned	$205,935,654	$205,485,900	
Section 5310 Elderly and Persons with Disabilities Formula Program			
2.4% of Total Available for Sections 5307, 5311, and 5310	$77,410,801	$77,240,497	
Reapportioned Funds Added	319,909	319,909	
Total Apportioned	$77,730,710	$77,560,406	
CAPITAL INVESTMENT PROGRAM	$2,696,000,000	$2,694,558,900	
Section 5309 Fixed Guideway Modernization	$1,058,400,000	$1,056,071,520	
Less Oversight (three-fourth percent)	(7,938,000)	(7,920,536)	
Reapportioned Funds Added	289,758	289,758	
Total Apportioned	$1,050,751,758	$1,048,440,742	
Section 5309 New Starts	$1,058,400,000	$1,060,062,720	
Less Oversight (three-fourth percent)	(7,938,000)	(7,942,987)	
Reallocated Funds Added	26,994,048	26,994,048	b/
Total Allocated	$1,077,456,048	$1,079,113,781	
Section 5309 Bus	$579,200,000	$578,424,660	c/
Less Oversight (three-fourth percent)	(4,344,000)	(4,334,443)	
Total Allocated	$574,856,000	$574,090,217	
JOB ACCESS AND REVERSE COMMUTE PROGRAM (Section 3037, TEA-21)	$100,000,000	$99,780,000	
TOTAL APPROPRIATION (Above Grant Programs)	$6,159,250,000	$6,149,191,950	

a/ Statutory percentages in formula programs are slightly adjusted due to a $1 million transfer to the OIG before the reduction was applied. The transfer to the OIG was required by the FY 2001 DOT Appropriations Act.

b/ Conference Report 106-940 reallocated funds from unobligated balances to other New Starts projects.

c/ Includes funds transferred from the Cleans Fuels Formula Program.

FEDERAL TRANSIT ADMINISTRATION

TABLE 2 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5303 METROPOLITAN PLANNING PROGRAM AND SECTION 5313(b) STATE PLANNING AND RESEARCH PROGRAM APPORTIONMENTS

STATE	REVISED SECTION 5303 APPORTIONMENT	REVISED SECTION 5313(b) APPORTIONMENT
Alabama	$457,908	$119,765
Alaska	209,116	54,694
Arizona	832,799	172,881
Arkansas	209,116	54,694
California	8,913,015	1,657,612
Colorado	680,203	154,775
Connecticut	611,144	159,844
Delaware	209,116	54,694
District of Columbia	281,927	54,694
Florida	2,850,720	662,471
Georgia	1,009,163	212,240
Hawaii	209,116	54,694
Idaho	209,116	54,694
Illinois	3,054,794	551,886
Indiana	741,608	175,269
Iowa	234,596	61,358
Kansas	271,200	66,302
Kentucky	324,845	83,112
Louisiana	561,350	145,024
Maine	209,116	54,694
Maryland	1,213,729	233,121
Massachusetts	1,480,370	307,905
Michigan	1,907,119	378,339
Minnesota	774,395	154,326
Mississippi	209,116	54,694
Missouri	856,194	181,131
Montana	209,116	54,694
Nebraska	209,116	54,694
Nevada	226,742	59,304
New Hampshire	209,116	54,694
New Jersey	2,591,730	431,523
New Mexico	209,116	54,694
New York	5,262,941	918,827
North Carolina	625,372	163,565
North Dakota	209,116	54,694
Ohio	1,801,618	433,309
Oklahoma	337,052	88,155
Oregon	378,602	92,433
Pennsylvania	2,336,651	469,143
Puerto Rico	566,656	138,335
Rhode Island	209,116	54,694
South Carolina	355,069	92,868
South Dakota	209,116	54,694
Tennessee	551,991	144,372
Texas	3,552,299	740,230
Utah	328,394	85,891
Vermont	209,116	54,694
Virginia	1,168,443	249,281
Washington	931,292	209,250
West Virginia	209,116	54,694
Wisconsin	652,027	160,431
Wyoming	209,116	54,694
TOTAL	$52,278,930	$10,938,770

FEDERAL HIGHWAY ADMINISTRATION

TABLE 3

FY 2001 ESTIMATED METROPOLITAN PLANNING PROGRAM (PL) AND ESTIMATED STATE PLANNING AND RESEARCH (SP&R) PROGRAM APPORTIONMENTS **

STATE	PL APPORTIONMENT	EST. TOTAL SP&R APPORTIONMENT	EST. SP&R PLANNING APPORTIONMENT a/
Alabama	$2,137,417	10,270,562	$7,702,922
Alaska	962,541	6,760,406	5,070,305
Arizona	3,085,368	9,989,102	7,491,827
Arkansas	962,541	7,335,479	5,501,609
California	29,583,008	50,286,824	37,715,118
Colorado	2,762,221	6,713,666	5,035,250
Connecticut	2,852,687	8,468,287	6,351,215
Delaware	962,541	2,542,102	1,906,577
District of Columbia	962,541	2,231,520	1,673,640
Florida	11,822,948	27,302,997	20,477,248
Georgia	3,787,798	19,640,764	14,730,573
Hawaii	962,541	2,891,287	2,168,465
Idaho	962,541	4,187,427	3,140,570
Illinois	9,849,359	18,549,432	13,912,074
Indiana	3,127,977	13,862,164	10,396,623
Iowa	1,095,043	6,775,595	5,081,696
Kansas	1,183,273	6,518,777	4,889,083
Kentucky	1,483,273	9,325,003	6,993,752
Louisiana	2,588,202	8,893,001	6,669,751
Maine	962,541	2,989,547	2,242,160
Maryland	4,160,443	8,816,395	6,612,296
Massachusetts	5,495,100	10,186,705	7,640,029
Michigan	6,752,123	18,153,944	13,615,458
Minnesota	2,754,223	8,180,431	6,135,323
Mississippi	962,541	6,620,582	4,965,437
Missouri	3,232,598	13,286,108	9,964,581
Montana	962,541	5,735,180	4,301,385
Nebraska	962,541	4,460,672	3,345,504
Nevada	1,058,384	4,168,312	3,126,234
New Hampshire	962,541	2,838,185	2,128,639
New Jersey	7,701,278	14,834,907	11,126,180
New Mexico	962,541	5,485,853	4,114,390
New York	16,398,054	27,991,939	20,993,954
North Carolina	2,919,098	15,508,685	11,631,514
North Dakota	962,541	3,782,193	2,836,645
Ohio	7,733,147	18,536,527	13,902,395
Oklahoma	1,573,288	8,482,865	6,362,149
Oregon	1,649,627	6,671,822	5,003,867
Pennsylvania	8,372,668	24,815,400	18,611,550
Rhode Island	962,541	3,431,995	2,573,996
South Carolina	1,657,387	9,617,917	7,213,438
South Dakota	962,541	4,000,528	3,000,396
Tennessee	2,576,572	11,664,961	8,748,721
Texas	13,210,694	43,111,261	32,333,442
Utah	1,532,871	4,359,588	3,269,691
Vermont	962,541	2,587,234	1,940,426
Virginia	4,448,858	14,369,987	10,777,490
Washington	3,734,436	9,905,691	7,429,268
West Virginia	962,541	4,661,921	3,496,441
Wisconsin	2,863,170	11,162,733	8,372,050
Wyoming	962,541	3,955,337	2,966,503
TOTAL	$192,508,331	556,919,800	$417,689,850

a/ 75 percent of Est. (Estimated) Total SP&R Apportionment

** *Amounts may be adjusted by FHWA to incorporate the .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act.*

FEDERAL TRANSIT ADMINISTRATION

TABLE 4 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	REVISED ONE PERCENT TRANSIT ENHANCEMENT	REVISED APPORTIONMENT
OVER 1,000,000 IN POPULATION	$21,444,954	$2,144,495,422
200,000-1,000,000 IN POPULATION	4,976,118	497,611,825
50,000-200,000 IN POPULATION	----------	284,052,445
NATIONAL TOTAL	$26,421,072	$2,926,159,692

URBANIZED AREA/STATE	REVISED ONE PERCENT TRANSIT ENHANCEMENT	REVISED APPORTIONMENT
Amounts Apportioned to Urbanized Areas 1,000,000 and Over in Population:		
Atlanta, GA	$415,476	$41,547,608
Baltimore, MD	336,450	33,644,973
Boston, MA	840,117	84,011,655
Chicago, IL-Northwestern IN	1,848,736	184,873,615
Cincinnati, OH-KY	145,211	14,521,146
Cleveland, OH	251,731	25,173,121
Dallas-Fort Worth, TX	413,453	41,345,294
Denver, CO	279,126	27,912,637
Detroit, MI	357,318	35,731,804
Ft Lauderdale-Hollywood-Pompano Beach, FL.	225,826	22,582,637
Houston, TX	472,815	47,281,490
Kansas City, MO-KS	103,881	10,388,125
Los Angeles, CA	1,965,285	196,528,491
Miami-Hialeah, FL	376,618	37,661,819
Milwaukee, WI	193,630	19,363,043
Minneapolis-St. Paul, MN	323,847	32,384,711
New Orleans, LA	160,138	16,013,789
New York, NY-Northeastern NJ	6,038,347	603,834,448
Norfolk-Virginia Beach-Newport News, VA	132,339	13,233,890
Philadelphia, PA-NJ	1,044,406	104,440,639
Phoenix, AZ	234,662	23,466,175
Pittsburgh, PA	297,042	29,704,232
Portland-Vancouver, OR-WA	255,987	25,598,749
Riverside-San Bernardino, CA	181,927	18,192,733
Sacramento, CA	139,761	13,976,121
San Antonio, TX	192,267	19,226,706
San Diego, CA	432,579	43,257,869
San Francisco-Oakland, CA	1,156,887	115,688,724
San Jose, CA	311,315	31,131,496
San Juan, PR	362,424	36,242,368
Seattle, WA	556,700	55,670,041
St. Louis, MO-IL	243,706	24,370,580
Tampa-St. Petersburg-Clearwater, FL	158,963	15,896,258
Washington, DC-MD-VA	995,984	99,598,435
TOTAL	$21,444,954	$2,144,495,422

FEDERAL TRANSIT ADMINISTRATION

TABLE 4 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	REVISED ONE PERCENT TRANSIT ENHANCEMENT	REVISED APPORTIONMENT
Amounts Apportioned to Urbanized Areas 200,000 to 1,000,000 in population		
Akron, OH	$62,108	$6,210,822
Albany-Schenectady-Troy, NY	64,165	6,416,492
Albuquerque, NM	51,640	5,164,005
Allentown-Bethlehem-Easton, PA-NJ	49,755	4,975,525
Anchorage, AK	25,524	2,552,406
Ann Arbor, MI	32,646	3,264,551
Augusta, GA-SC	18,695	1,869,535
Austin, TX	114,511	11,451,135
Bakersfield, CA	37,569	3,756,906
Baton Rouge, LA	36,884	3,688,377
Birmingham, AL	40,267	4,026,697
Bridgeport-Milford, CT	70,650	7,065,026
Buffalo-Niagara Falls, NY	118,265	11,826,480
Canton, OH	33,230	3,323,017
Charleston, SC	28,662	2,866,223
Charlotte, NC	72,367	7,236,726
Chattanooga, TN-GA	22,721	2,272,113
Colorado Springs, CO	37,814	3,781,430
Columbia, SC	26,974	2,697,421
Columbus, GA-AL	16,246	1,624,635
Columbus, OH	112,290	11,228,996
Corpus Christi, TX	35,215	3,521,536
Davenport-Rock Island-Moline, IA-IL	27,988	2,798,763
Dayton, OH	114,526	11,452,598
Daytona Beach, FL	29,348	2,934,763
Des Moines, IA	27,062	2,706,222
Durham, NC	36,188	3,618,819
El Paso, TX-NM	81,462	8,146,156
Fayetteville, NC	18,198	1,819,793
Flint, MI	51,783	5,178,254
Fort Myers-Cape Coral, FL	26,231	2,623,094
Fort Wayne, IN	20,193	2,019,274
Fresno, CA	54,662	5,466,205
Grand Rapids, MI	45,377	4,537,701
Greenville, SC	14,065	1,406,504
Harrisburg, PA	31,931	3,193,133
Hartford-Middletown, CT	92,837	9,283,678
Honolulu, HI	212,802	21,279,811
Indianapolis, IN	90,358	9,035,831
Jackson, MS	18,854	1,885,428
Jacksonville, FL	79,757	7,975,704
Knoxville, TN	25,842	2,584,176
Lansing-East Lansing, MI	33,994	3,399,402
Las Vegas, NV	162,194	16,219,360
Lawrence-Haverhill, MA-NH	33,571	3,357,076
Lexington-Fayette, KY	23,199	2,319,905

FEDERAL TRANSIT ADMINISTRATION

TABLE 4 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	REVISED ONE PERCENT TRANSIT ENHANCEMENT	REVISED APPORTIONMENT
Amounts Apportioned to Urbanized Areas 200,000 to 1,000,000 in population (continued)		
Little Rock-North Little Rock, AR	28,633	2,863,344
Lorain-Elyria, OH	14,808	1,480,798
Louisville, KY-IN	108,939	10,893,886
Madison, WI	49,529	4,952,940
McAllen-Edinburg-Mission, TX	15,217	1,521,710
Melbourne-Palm Bay, FL	22,408	2,240,807
Memphis, TN-AR-MS	94,625	9,462,493
Mobile, AL	21,443	2,144,347
Modesto, CA	29,678	2,967,847
Montgomery, AL	12,397	1,239,658
Nashville, TN	49,009	4,900,908
New Haven-Meriden, CT	115,082	11,508,195
Ogden, UT	31,722	3,172,234
Oklahoma City, OK	50,325	5,032,519
Omaha, NE-IA	54,519	5,451,932
Orlando, FL	153,176	15,317,602
Oxnard-Ventura, CA	68,858	6,885,762
Pensacola, FL	20,553	2,055,300
Peoria, IL	21,580	2,157,959
Providence-Pawtucket, RI-MA	159,465	15,946,526
Provo-Orem, UT	30,691	3,069,066
Raleigh, NC	27,912	2,791,205
Reno, NV	32,742	3,274,158
Richmond, VA	63,783	6,378,276
Rochester, NY	71,787	7,178,709
Rockford, IL	18,997	1,899,739
Salt Lake City, UT	122,976	12,297,576
Sarasota-Bradenton, FL	40,130	4,013,020
Scranton-Wilkes-Barre, PA	32,272	3,227,198
Shreveport, LA	25,184	2,518,411
South Bend-Mishawaka, IN-MI	31,075	3,107,453
Spokane, WA	50,821	5,082,128
Springfield, MA-CT	60,009	6,000,940
Stockton, CA	50,401	5,040,120
Syracuse, NY	46,199	4,619,923
Tacoma, WA	115,485	11,548,531
Toledo, OH-MI	50,857	5,085,723
Trenton, NJ-PA	45,190	4,518,991
Tucson, AZ	81,167	8,116,666
Tulsa, OK	45,811	4,581,113
West Palm Beach-Boca Raton-Delray Bch, FL	168,178	16,817,806
Wichita, KS	31,331	3,133,147
Wilmington, DE-NJ-MD-PA	81,070	8,107,031
Worcester, MA-CT	43,817	4,381,692
Youngstown-Warren, OH	25,647	2,564,732
TOTAL	$4,976,118	$497,611,825

FEDERAL TRANSIT ADMINISTRATION

TABLE 4 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	REVISED APPORTIONMENT
Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 200,000 in Population	
ALABAMA:	$5,278,363
Anniston, AL	509,135
Auburn-Opelika, AL	408,479
Decatur, AL	466,200
Dothan, AL	391,571
Florence, AL	545,520
Gadsden, AL	482,148
Huntsville	1,530,550
Tuscaloosa, AL	944,760
ALASKA:	$0
ARIZONA:	$1,381,643
Flagstaff, AZ	543,541
Yuma, AZ-CA (AZ)	838,102
ARKANSAS:	$2,016,713
Fayetteville-Springdale, AR	556,577
Fort Smith, AR-OK (AR)	757,654
Pine Bluff, AR	512,007
Texarkana, TX-AR (AR)	190,475
CALIFORNIA:	$30,891,467
Antioch-Pittsburg, CA	1,746,987
Chico, CA	762,770
Davis, CA	925,955
Fairfield, CA	1,124,605
Hemet-San Jacinto, CA	938,254
Hesperia-Apple Valley-Victorville, CA	1,196,938
Indio-Coachella, CA	567,336
Lancaster-Palmdale, CA	2,013,282
Lodi, CA	788,190
Lompoc, CA	484,070
Merced, CA	860,583
Napa, CA	899,216
Palm Springs, CA	1,120,272
Redding, CA	647,760
Salinas, CA	1,704,595
San Luis Obispo, CA	807,236
Santa Barbara, CA	2,637,088
Santa Cruz, CA	1,363,608
Santa Maria, CA	1,240,624
Santa Rosa, CA	2,405,433
Seaside-Monterey, CA	1,616,401
Simi Valley, CA	1,530,039
Vacaville, CA	928,846
Visalia	1,060,945
Watsonville, CA	584,493
Yuba City, CA	932,621
Yuma, AZ-CA (CA)	3,320

FEDERAL TRANSIT ADMINISTRATION

TABLE 4 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	REVISED APPORTIONMENT
COLORADO:	$5,692,056
Boulder, CO	1,266,568
Fort Collins, C0	1,054,930
Grand Junction, CO	600,636
Greeley, CO	843,750
Longmont, CO	768,901
Pueblo, CO	1,157,271
CONNECTICUT:	$21,397,335
Bristol, CT	897,155
Danbury, CT-NY (CT)	3,809,822
New Britain, CT	1,679,915
New London-Norwich, CT	1,351,839
Norwalk, CT	3,990,554
Stamford, CT-NY (CT)	4,893,037
Waterbury, CT	4,775,013
DELAWARE:	$429,424
Dover, DE	429,424
FLORIDA:	$13,087,889
Deltona, FL	435,168
Fort Pierce, F	1,042,434
Fort Walton Beach, FL	1,010,504
Gainesville, FL	1,295,025
Kissimmee, FL	603,183
Lakeland, FL	1,323,909
Naples, FL	871,312
Ocala, FL	585,301
Panama City, FL	878,376
Punta Gorda, FL	574,405
Spring Hill, FL	439,102
Stuart, FL	766,158
Tallahassee, FL	1,476,263
Titusville, FL.	422,592
Vero Beach, FL	535,197
Winter Haven, FL.	828,960
GEORGIA:	$5,730,208
Albany, GA.	709,758
Athens, GA.	680,495
Brunswick, GA	391,602
Macon, GA.	1,272,131
Rome, GA.	399,216
Savannah, GA	1,664,449
Warner Robins, GA	612,557
HAWAII:	$1,522,938
Kailua, HI	1,522,938

FEDERAL TRANSIT ADMINISTRATION

TABLE 4 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	REVISED APPORTIONMENT
IDAHO:	$3,014,169
Boise City, ID	1,844,412
Idaho Falls, ID	661,186
Pocatello, ID	508,571
ILLINOIS:	$13,806,407
Alton, IL	746,140
Aurora, IL	2,089,719
Beloit, WI-IL (IL)	95,363
Bloomington-Normal, IL	1,202,033
Champaign-Urbana, IL	1,696,302
Crystal Lake, IL	681,085
Decatur, IL	954,855
Dubuque, IA-IL (IL)	22,242
Elgin, IL	1,507,421
Joliet, IL	1,743,016
Kankakee, IL.	684,084
Round Lake Beach-McHenry, IL-WI (IL)	992,670
Springfield, IL.	1,391,477
INDIANA:	$8,052,497
Anderson, IN	650,871
Bloomington, IN	971,259
Elkhart-GosheN, IN	973,448
Evansville, IN-KY (IN)	1,803,305
Kokomo, IN	655,450
Lafayette-West Lafayette, IN	1,303,073
Muncie, IN	957,923
Terre Haute, IN	737,168
IOWA:	$4,383,685
Cedar Rapids, IA	1,362,303
Dubuque, IA-IL (IA)	663,084
Iowa City, IA	784,924
Sioux City, IA-NE-SD (IA)	724,956
Waterloo-Cedar Falls, IA	848,418
KANSAS:	$2,128,415
Lawrence, KS	805,986
St. Joseph, MO-KS (KS)	6,653
Topeka, KS	1,315,776
KENTUCKY:	$1,677,539
Clarksville, TN-KY (KY)	204,695
Evansville, IN-KY (KY)	251,359
Huntington-Ashland, WV-KY-OH ((KY)	501,253
Owensboro, KY	720,232
LOUISIANA:	$4,968,188
Alexandria, LA	725,000
Houma, LA	509,964
Lafayette, LA	1,254,426
Lake Charles, LA	1,007,659
Monroe, LA	958,130
Slidell, LA	513,009

FEDERAL TRANSIT ADMINISTRATION

TABLE 4 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	REVISED APPORTIONMENT
MAINE:	$2,162,245
Bangor, ME	444,305
Lewiston-Auburn, ME	516,276
Portland, ME	1,103,916
Portsmouth-Dover-Rochester, NH-ME (ME)	97,748
MARYLAND:	$2,404,523
Annapolis, MD	783,156
Cumberland, MD-WV (MD)	416,526
Frederick, MD	565,086
Hagerstown, MD-PA-WV (MD)	639,755
MASSACHUSETTS	$9,523,005
Brockton, MA	1,739,570
Fall River, MA-RI (MA)	1,696,646
Fitchburg-Leominster, MA	687,556
Hyannis, MA	490,988
Lowell, MA-NH (MA)	2,153,315
New Bedford, MA	1,865,952
Pittsfield, MA	444,459
Taunton, MA	444,519
MICHIGAN:	$8,126,553
Battle Creek, MI	678,720
Bay City, MI	758,240
Benton Harbor, MI	548,455
Holland, MI	615,540
Jackson, MI	757,823
Kalamazoo, MI	1,636,484
Muskegon, MI	998,188
Port Huron, MI	656,927
Saginaw, MI	1,476,176
MINNESOTA:	$2,896,066
Duluth, MN-WI (MN)	704,739
Fargo-Moorhead, ND-MN (MN)	407,485
Grand Forks, ND-MN (MN)	89,307
La Crosse, WI-MN (MN)	43,748
Rochester, MN	794,873
St. Cloud, MN	855,914
MISSISSIPPI:	$2,486,331
Biloxi-Gulfport, MS	1,539,359
Hattiesburg, MS	479,773
Pascagoula, MS	467,199
MISSOURI:	$3,426,198
Columbia, MO	676,419
Joplin, MO	475,034
Springfield, MO	1,595,748
St. Joseph, MO-KS (MO)	678,997

FEDERAL TRANSIT ADMINISTRATION

TABLE 4 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	REVISED APPORTIONMENT
MONTANA:	$2,280,824
Billings, MT	879,622
Great Falls, MT	820,265
Missoula, MT	580,937
NEBRASKA:	$2,535,576
Lincoln, NE	2,425,891
Sioux City, IA-NE-SD (NE)	109,685
NEVADA:	$0
NEW HAMPSHIRE:	$3,079,104
Lowell, MA-NH (NH)	6,302
Manchester, NH	1,290,809
Nashua, NH	1,032,218
Portsmouth-Dover-Rochester, NH-ME (NH)	749,775
NEW JERSEY:	$2,332,990
Atlantic City, NJ	1,681,550
Vineland-Millville, NJ	651,440
NEW MEXICO:	$1,270,439
Las Cruces, NM	705,734
Santa Fe, NM	564,705
NEW YORK:	$7,048,802
Binghamton, NY	1,769,276
Danbury, CT-NY (NY)	23,981
Elmira, NY	726,521
Glens Falls, NY	499,617
Ithaca, NY	504,253
Newburgh, NY	654,788
Poughkeepsie, NY	1,375,468
Stamford, CT-NY (NY)	163
Utica-Rome, NY	1,494,735
NORTH CAROLINA:	$11,443,058
Asheville, NC	883,259
Burlington, NC	640,729
Gastonia, NC	938,180
Goldsboro, NC	487,220
Greensboro, NC	2,017,840
Greenville, NC	560,980
Hickory, NC	535,021
High Point, NC	902,244
Jacksonville, NC	871,082
Kannapolis, NC	628,846
Rocky Mount, NC	502,686
Wilmington, NC	822,212
Winston-Salem, NC	1,652,759

FEDERAL TRANSIT ADMINISTRATION

TABLE 4 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	REVISED APPORTIONMENT
NORTH DAKOTA:	$2,223,367
Bismarck, ND	641,125
Fargo-Moorhead, ND-MN (ND)	927,232
Grand Forks, ND-MN (ND)	655,010
OHIO:	$6,113,229
Hamilton, OH	1,263,551
Huntington-Ashland, WV-KY-OH (OH)	321,767
Lima, OH	690,571
Mansfield, OH	666,719
Middletown, OH	868,759
Newark, OH	529,325
Parkersburg, WV-OH (OH)	78,381
Sharon, PA-OH (OH)	51,686
Springfield, OH	1,004,920
Steubenville-Weirton, OH-WV-PA (OH)	361,533
Wheeling, WV-OH (OH)	276,017
OKLAHOMA:	$951,491
Fort Smith, AR-OK (OK)	16,692
Lawton, OK	934,799
OREGON:	$4,962,001
Eugene-Springfield, OR	2,335,722
Longview, WA-OR (OR)	15,534
Medford, OR	721,846
Salem, OR	1,888,899
PENNSYLVANIA:	$12,971,554
Altoona, PA	886,137
Erie, PA	2,279,569
Hagerstown, MD-PA-WV (PA)	7,809
Johnstown, PA	817,157
Lancaster, PA	2,061,026
Monessen, PA	560,887
Pottstown, PA	532,251
Reading, PA	2,405,887
Sharon, PA-OH (PA)	372,626
State College, PA	775,523
Steubenville-Weirton, OH-WV-PA (PA)	2,708
Williamsport, PA	650,097
York, PA	1,619,877
PUERTO RICO:	$11,982,972
Aguadilla, PR	1,048,349
Arecibo, PR	979,551
Caguas, PR	2,565,304
Cayey, PR	758,465
Humacao, PR	656,437
Mayaguez, PR	1,410,354
Ponce, PR	3,138,462
Vega Baja-Manati, PR	1,426,050

FEDERAL TRANSIT ADMINISTRATION

TABLE 4 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	REVISED APPORTIONMENT
RHODE ISLAND:	$762,750
Fall River, MA-RI (RI)	174,855
Newport, RI	587,895
SOUTH CAROLINA:	$3,230,163
Anderson, SC	434,431
Florence, SC	446,846
Myrtle Beach, SC	468,602
Rock Hill, SC	497,555
Spartanburg, SC	867,347
Sumter, SC	515,382
SOUTH DAKOTA:	$1,603,871
Rapid City, SD	510,809
Sioux City, IA-NE-SD (SD)	14,322
Sioux Falls, SD	1,078,740
TENNESSEE:	$2,482,276
Bristol, TN-Bristol, VA (TN)	232,018
Clarksville, TN-KY (TN)	565,700
Jackson, TN	428,181
Johnson City, TN	652,687
Kingsport, TN-VA (TN)	603,690
TEXAS:	$22,983,599
Abilene, TX	815,421
Amarillo, TX	1,512,424
Beaumont, TX	1,040,218
Brownsville, TX	1,511,921
Bryan-College Station, TX	1,012,744
Denton, TX	547,056
Galveston, TX	580,302
Harlingen, TX	743,069
Killeen, TX	1,421,285
Laredo, TX	1,795,032
Lewisville, TX	631,529
Longview, TX	621,346
Lubbock, TX	1,769,558
Midland, TX	775,332
Odessa, TX	860,125
Port Arthur, TX	938,265
San Angelo, TX	806,249
Sherman-Denison, TX	403,580
Temple, TX	458,175
Texarkana, TX-AR (TX)	369,711
Texas City, TX	982,761
Tyler, TX	768,492
Victoria, TX	532,736
Waco, TX	1,160,581
Wichita Falls, TX	925,687

FEDERAL TRANSIT ADMINISTRATION

TABLE 4 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	REVISED APPORTIONMENT
UTAH:	$459,370
Logan, UT	459,370
VERMONT:	$806,059
Burlington, VT	806,059
VIRGINIA:	$5,350,576
Bristol, TN-Bristol, VA (VA)	165,181
Charlottesville, VA	769,358
Danville, VA	436,903
Fredericksburg, VA	512,936
Kingsport, TN-VA (VA)	31,186
Lynchburg, VA	731,930
Petersburg, VA	927,886
Roanoke, VA	1,775,196
WASHINGTON:	$5,056,385
Bellingham, WA	595,741
Bremerton, WA	1,154,063
Longview, WA-OR (WA)	504,093
Olympia, WA	897,869
Richland-Kennewick-Pasco, WA	936,677
Yakima, WA	967,942
WEST VIRGINIA	$3,886,087
Charleston, WV	1,563,309
Cumberland, MD-WV (WV)	18,697
Hagerstown, MD-PA-WV (WV)	4,722
Huntington-Ashland, WV-KY-OH (WV)	877,703
Parkersburg, WV-OH (WV)	564,475
Steubenville-Weirton, OH-WV-PA (WV)	242,862
Wheeling, WV-OH (WV)	614,319
WISCONSIN:	$10,638,317
Appleton-Neenah, WI	1,948,064
Beloit, WI-IL (WI)	417,571
Duluth, MN-WI (WI)	182,907
Eau Claire, WI	763,031
Green Bay, WI	1,479,567
Janesville, WI	561,548
Kenosha, WI	1,022,469
La Crosse, WI-MN (WI)	811,721
Oshkosh, WI	708,405
Racine, WI	1,579,204
Round Lake Beach-McHenry, IL-WI (WI)	592
Sheboygan, WI	667,446
Wausau, WI	495,792
WYOMING:	$1,113,728
Casper, WY	510,895
Cheyenne, WY	602,833
TOTAL	$284,052,445

FEDERAL TRANSIT ADMINISTRATION

TABLE 5 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5311 NONURBANIZED AREA FORMULA APPORTIONMENTS, AND SECTION 5311(b) RURAL TRANSIT ASSISTANCE PROGRAM (RTAP) ALLOCATIONS

STATE	REVISED SECTION 5311 APPORTIONMENT	REVISED SECTION 5311(b) APPORTIONMENT
Alabama	$4,908,405	$113,952
Alaska	731,949	72,300
America Samoa	104,325	11,040
Arizona	2,148,770	86,430
Arkansas	3,924,065	104,135
California	9,577,365	160,516
Colorado	2,044,385	85,389
Connecticut	1,854,450	83,495
Delaware	462,640	69,614
Florida	6,156,753	126,402
Georgia	7,176,610	136,573
Guam	296,991	12,962
Hawaii	805,465	73,033
Idaho	1,625,002	81,206
Illinois	6,584,138	130,665
Indiana	6,360,128	128,430
Iowa	4,090,897	105,799
Kansas	3,254,179	97,454
Kentucky	5,371,940	118,575
Louisiana	4,442,983	109,310
Maine	2,143,913	86,382
Maryland	2,676,572	91,694
Massachusetts	2,868,472	93,608
Michigan	7,768,311	142,474
Minnesota	4,470,214	109,582
Mississippi	4,362,349	108,506
Missouri	5,206,649	116,927
Montana	1,316,379	78,128
Nebraska	1,986,250	84,809
Nevada	648,480	71,467
New Hampshire	1,717,006	82,124
New Jersey	2,454,955	89,484
New Mexico	1,929,966	84,248
New York	8,641,736	151,185
North Carolina	9,180,077	156,554
North Dakota	973,521	74,709
Northern Marianas	96,679	10,964
Ohio	9,345,956	158,209
Oklahoma	3,995,300	104,846
Oregon	3,172,303	96,638
Pennsylvania	10,425,512	168,975
Puerto Rico	3,115,471	96,071
Rhode Island	399,097	68,980
South Carolina	4,594,674	110,823
South Dakota	1,186,647	76,835
Tennessee	5,931,199	124,153
Texas	12,522,412	189,890
Utah	899,544	73,971
Vermont	1,060,965	75,581
Virgin Islands	227,081	12,265
Virginia	5,258,583	117,445
Washington	3,684,623	101,747
West Virginia	3,132,991	96,246
Wisconsin	5,413,442	118,989
Wyoming	757,131	72,551
TOTAL	$205,485,900	$5,404,340

FEDERAL TRANSIT ADMINISTRATION

TABLE 6 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES APPORTIONMENTS

STATE	REVISED APPORTIONMENT
Alabama	$1,341,753
Alaska	196,516
America Samoa	52,816
Arizona	1,180,931
Arkansas	932,236
California	7,346,082
Colorado	912,066
Connecticut	1,047,673
Delaware	305,530
District of Columbia	303,134
Florida	4,951,449
Georgia	1,745,026
Guam	134,366
Hawaii	393,408
Idaho	403,008
Illinois	3,194,583
Indiana	1,667,808
Iowa	1,003,498
Kansas	838,458
Kentucky	1,285,158
Louisiana	1,289,372
Maine	508,257
Maryland	1,295,552
Massachusetts	1,873,732
Michigan	2,730,678
Minnesota	1,314,065
Mississippi	905,187
Missouri	1,691,587
Montana	368,311
Nebraska	586,015
Nevada	431,507
New Hampshire	406,684
New Jersey	2,253,028
New Mexico	513,285
New York	5,243,663
North Carolina	1,986,974
North Dakota	310,931
Northern Marianas	52,572
Ohio	3,334,681
Oklahoma	1,106,654
Oregon	1,027,623
Pennsylvania	4,001,593
Puerto Rico	973,945
Rhode Island	450,473
South Carolina	1,069,122
South Dakota	337,161
Tennessee	1,587,436
Texas	4,133,366
Utah	477,138
Vermont	275,698
Virgin Islands	136,892
Virginia	1,652,110
Washington	1,479,903
West Virginia	776,535
Wisconsin	1,511,269
Wyoming	231,908
TOTAL	$77,560,406

FEDERAL TRANSIT ADMINISTRATION

TABLE 7 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5309 FIXED GUIDEWAY MODERNIZATION APPORTIONMENTS

STATE	AREA	REVISED APPORTIONMENT
AZ	Phoenix	$1,439,247
CA	Los Angeles	25,832,813
CA	Oxnard-Ventura	593,945
CA	Riverside-San Bernardino	1,217,356
CA	Sacramento	2,880,051
CA	San Diego	8,835,470
CA	San Francisco	62,273,197
CA	San Jose	12,708,658
CO	Denver	1,495,770
CT	Hartford	1,297,716
CT	Southwestern Connecticut	36,386,919
DE	Wilmington	800,223
DC	Washington	52,668,996
FL	Ft. Lauderdale	2,551,710
FL	Jacksonville	100,405
FL	Miami	9,862,459
FL	Tampa	56,542
FL	West Palm Beach	2,375,585
GA	Atlanta	21,119,647
HI	Honolulu	926,871
IL	Chicago/Northwestern Indiana	126,992,048
IN	South Bend	599,579
LA	New Orleans	2,824,580
MD	Baltimore	7,909,585
MD	Baltimore Commuter Rail	16,990,551
MA	Boston	64,110,648
MA	Lawrence-Haverhill	1,401,297
MI	Detroit	337,140
MN	Minneapolis	3,698,909
MO	Kansas City	25,009
MO	St. Louis	3,428,458
NJ	Northeastern New Jersey	79,530,870
NJ	Trenton	1,253,909
NY	Buffalo	1,213,986
NY	New York	333,140,133
OH	Cleveland	12,361,276
OH	Dayton	4,397,228
OR	Portland	3,483,792
PA	Harrisburg	454,285
PA	Philadelphia/Southern New Jersey	88,363,302
PA	Pittsburgh	19,990,127
PR	San Juan	2,042,249
RI/MA	Providence	2,358,756
TN	Chattanooga	78,059
TN	Memphis	172,006
TX	Dallas	836,245
TX	Houston	6,136,712
VA	Norfolk	1,031,613
WA	Seattle	16,455,803
WA	Tacoma	707,077
WI	Madison	691,930
	TOTAL	$1,048,440,742

FEDERAL TRANSIT ADMINISTRATION

TABLE 8 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5309 NEW STARTS ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	REVISED ALLOCATION
AK/HI	Alaska or Hawaii Ferry Projects	$10,302,689
AK	Girdwood to Wasilla, Alaska, Commuter Rail Project	14,859,647
AL	Birmingham, Alabama, Transit Corridor	4,953,216
AR	Little Rock, Arkansas, River Rail Project	2,971,930
AZ	Phoenix Metropolitan Area Transit Project	9,906,431
CA	Hollister/Gilroy Branch Line Rail Extension Project	990,644
CA	Los Angeles Mid-City and East Side Corridors Projects	1,981,286
CA	Los Angeles North Hollywood Extension Project	49,532,158
CA	Los Angeles-San Diego LOSSAN Corridor Project	2,971,930
CA	Oceanside-Escondido, California, Light Rail Extension Project	9,906,431
CA	Orange County, California, Transitway Project	1,981,286
CA	Sacramento, California, South Corridor LRT Project	34,870,640
CA	San Bernardino, California, Metrolink Project	990,644
CA	San Diego Mission Valley East Light Rail Project	31,205,260
CA	San Francisco BART Extension to the Airport Project	79,251,454
CA	San Jose Tasman West Light Rail Project	12,135,379
CA	Stockton, California, Altamont Commuter Rail Project	5,943,859
CO	Colorado Roaring Fork Valley Project	990,644
CO	Denver Southeast Corridor Project	2,971,930
CO	Denver Southwest Corridor Project	20,010,993
CT	Stamford, Connecticut, Fixed Guideway Corridor	7,925,145
DE	Wilmington, Delaware, Downtown Transit Corridor Project	4,953,216
FL	Central Florida Commuter Rail Project	2,971,930
FL	Fort Lauderdale, Florida, Tri-County Commuter Rail Project	14,859,647
GA	Atlanta, Georgia, North Line Extension Project	24,766,080
HI	Honolulu, Hawaii, Bus Rapid Transit Project	2,476,608
IL	Chicago METRA Commuter Rail Projects	34,672,511
IL	Chicago Ravenswood and Douglas Branch Reconstruction Projects	14,859,647
IN	Indianapolis, Indiana Northeast-Downtown Corridor Project	2,971,930
IN	Northern Indiana South Shore Commuter Rail Project	1,981,286
KS	Johnson County, Kansas I-35 Commuter Rail Project	990,644
MA	Boston South Boston Piers Transitway Project	24,766,080
MA	Boston Urban Ring Project	990,644
MA	Lowell, Massachusetts-Nashua, New Hampshire Commuter Rail Project	1,981,286
MA	Massachusetts North Shore Corridor Project	990,644
MD	Baltimore Central LRT Double Track Project	2,971,930
MD	MARC expansion projects -- Penn-Camden Lines Connector and Midday Storage Facility	9,906,431
MD	Washington Metro Blue Line Extension - Addison Road (Largo) Project	7,429,824
ME	Calais, Maine, Branch Line Regional Transit Program	990,644
ME	Portland, Maine, Marine Highway Program	1,981,286
MI	Detroit, Michigan, Metropolitan Airport Light Rail Project	495,321
MN	Twin Cities Transitways Projects	4,953,216
MN	Twin Cities Transitways -- Hiawatha Corridor Project	49,532,158
MO	Kansas City, Missouri, Southtown Corridor Project	3,467,251
MO	St. Louis, Missouri MetroLink, Cross County Connector Project	990,644
MO	St. Louis - St. Clair MetroLink Extension Project	59,438,590
NC	Charlotte, North Carolina, North Corridor and South Corridor Transitway Projects	4,953,216
NC	Raleigh-Durham-Chapel Hill Triangle Transit Project	9,906,431
NJ	Newark-Elizabeth Rail Link Project	6,934,502
NJ	*Newark-Elizabeth Rail Link Project*	*2,970,949* a/

FEDERAL TRANSIT ADMINISTRATION

TABLE 8 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 SECTION 5309 NEW STARTS ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	REVISED ALLOCATION
NJ	New Jersey Hudson Bergen Project	119,867,821
NJ	Northwest New Jersey-Northeast Pennsylvania Passenger Rail Project	990,644
NJ	West Trenton, New Jersey, Rail Project	1,981,286
NM	Albuquerque/Greater Albuquerque Mass Transit Project	495,321
NM	Santa Fe-Eldorado, New Mexico, Rail Link Project	1,485,965
NV	Clark County, Nevada, RTC Fixed Guideway Project	1,485,965
NY	Long Island Railroad East Side Access Project	7,925,145
NY	Whitehall and St. George Ferry Terminal Projects	2,476,608
OH	Canton-Akron-Cleveland Commuter Rail Project	1,981,286
OH	Cleveland Euclid Corridor Improvement Project	3,962,572
OR	Portland- Interstate MAX LRT Extension Project	7,429,824
OR	Wilsonville to Washington County, Oregon, Commuter Rail Project	990,644
PA	Harrisburg-Lancaster Capital Area Transit Corridor 1 Commuter Rail Project	495,321
PA	Philadelphia-Reading SEPTA Schuylkill Valley Metro Project	9,906,431
PA	Philadelphia SEPTA Cross County Metro Project	1,981,286
PA	Pittsburgh North Shore- Central Business District Corridor Project	4,953,216
PA	Pittsburgh Stage II Light Rail Project	11,887,718
PR	San Juan Tren Urbano Project	74,298,238
RI	Rhode Island-Pawtucket and T.F. Green Commuter Rail and Maintenance Facility	495,321
TN	Memphis, Tennessee, Medical Center Rail Extension Project	5,943,859
TN	Nashville, Tennessee, Regional Commuter Rail Project	5,943,859
TX	Austin, Texas Capital Metro Light Rail Project	990,644
TX	Dallas North Central Light Rail Extension Project	69,345,021
TX	*Dallas Southeast Corridor Light Rail*	*997,800* a/
TX	Galveston, Texas, Rail Trolley Extension Project	990,644
TX	Houston Advanced Transit Project	2,476,608
TX	Houston Regional Bus Project	10,649,414
UT	Salt Lake City - University Light Rail Line Project	1,981,286
VA	Dulles Corridor Project	49,532,158
VA	Virginia Railway Express Commuter Rail Project	2,971,930
VT	Burlington-Bennington (ABRB), Vermont Commuter Rail Project	1,981,286
WA	Puget Sound RTA Sound Commuter Rail Project	4,953,216
WA	Seattle, Washington, Central Link LRT Project	49,532,158
WA	Spokane, Washington, South Valley Corridor Light Rail Project	3,962,572
WI	Kenosha-Racine-Milwaukee Rail Extension Project	3,962,572
	TOTAL ALLOCATION	$1,079,113,781

a/ Funding for project made available under the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554.

FEDERAL TRANSIT ADMINISTRATION

TABLE 8A (REVISED) **

PRIOR YEAR UNOBLIGATED SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	FY 1999 UNOBLIGATED ALLOCATIONS	FY 2000 UNOBLIGATED ALLOCATIONS	TOTAL UNOBLIGATED ALLOCATION
AK/HI	Alaska or Hawaii Ferry Projects	$10,322,550	$10,203,219	$20,525,769
AK	Girdwood, Alaska Commuter Rail Project	0	9,810,787	9,810,787
AL	Birmingham- Transit Corridor	992,550	2,943,236	3,935,786
CA	Los Angeles-Mid-City and East Side Corridors Projects	420	0	420
CA	Los Angeles-San Diego LOSSAN Corridor Project	0	981,079	981,079
CA	Riverside County-San Jacinto Branch Line Project	496,280	0	496,280
CA	San Diego- Mid-Coast Corridor Project	1,985,100	4,905,394	6,890,494
CA	Stockton-Altamont Commuter Rail	0	981,079	981,079
CA	Orange County-Transitway Project	2,481,380	981,079	3,462,459
CO	Denver-North Front Range Corridor Feasibility Study	496,280	0	496,280
CO	Roaring Fork Valley Project	0	981,079	981,079
CT	Hartford-Light Rail Project	888,830	0	888,830
CT	Hartford- Old Saybrook Project	496,280	0	496,280
CT	Metro North Danbury to Norwalk	0	2,000,000	2,000,000
CT	New London-Waterfront Access Project	496,280	0	496,280
CT	Stamford-Fixed Guideway Connector	50	981,079	981,129
DE	Wilmington-Downtown Transit Connector	0	981,079	981,079
FL	Fort Lauderdale-Tri-County Commuter Rail Project	2,970,210	9,810,787	12,780,997
FL	Miami-Dade Transit East-West Corridor Project	2,977,660	1,471,618	4,449,278
FL	Miami Metro Dade - North 27th Avenue Corridor Project	7,450	0	7,450
FL	Pinellas County-Mobility Initiative Project	0	2,452,697	2,452,697
GA	Atlanta-South Dekalb Lindbergh Light Rail Project	992,550	981,079	1,973,629
GA	Savannah-Water Taxi	496,280	0	496,280
IA	Sioux City-Micro Rail Trolley System	248,140	0	248,140
IL	Chicago Metra Commuter Rail Exts. & Upgrades	5,955,320	24,526,968	30,482,288
IL	Chicago- Ravenswood Branch Line Project	0	3,433,775	3,433,775
IN	Indianapolis-Northeast Downtown Corridor Project	0	981,079	981,079
LA	New Orleans-Desire Streetcar Project	500,000	0	500,000
MA	Boston-North Shore Corridor	2	981,079	981,081
MA	Boston-North-South Rail Link	496,280	0	496,280
MA	Boston-South Boston Piers Transitway	53,580,975	52,875,235	106,456,210
MA	Boston-Urban Ring Project	3	981,079	981,082
MA/NH	Lowell, MA - Nashua, NH Commuter Rail Project	0	981,079	981,079
MD	Baltimore Central Downtown Transit Alternatives MIS	496,280	0	496,280
MD	Baltimore-Light Rail Double Track Project	0	4,660,129	4,660,129
MD	MARC Expansion Programs [Silver Spring Intermodal Center & Penn-Camden Rail Connection]	0	735,809	735,809
ME	Calais Branch Rail Line Regional Transit Program	0	3	3
MN	Minneapolis- Transitways Hiawatha Corridor Project	0	8,547,567	8,547,567
MN	Minneapolis-Transitways Projects	0	2,943,236	2,943,236
MO	Johnson County, KS, I-35 Commuter Rail Project	11,471	981,079	992,550
MO	St. Louis-MetroLink Cross County Corridor Project	0	2,452,697	2,452,697
NC	Charlotte-North-South Corridor Transitway Project	973,260	3,924,315	4,897,575
NC	Raleigh-Durham-Chapel Hill-Triangle Transit Project	9,925,525	7,848,630	17,774,155
NE	Omaha-Trolley System	992,550	0	992,550
NJ	Trans-Hudson Midtown Corridor Study	0	4,905,394	4,905,394
NJ	Urban Core- Newark Rail Link MOS-1 Project	0	11,772,945	11,772,945
NJ	West Trenton Rail Project	0	981,079	981,079

FEDERAL TRANSIT ADMINISTRATION

TABLE 8A (REVISED) **

PRIOR YEAR UNOBLIGATED SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	FY 1999 UNOBLIGATED ALLOCATIONS	FY 2000 UNOBLIGATED ALLOCATIONS	TOTAL UNOBLIGATED ALLOCATION
NM	Greater Albuquerque Mass Transit Project	2,954,765	6,867,551	9,822,316
NM	Santa Fe/El Dorado Rail Link	0	2,943,236	2,943,236
NY	New York-Second Avenue Subway	0	3,000,000	3,000,000
NY	New York-Whitehall Ferry Terminal Reconstruction Project	0	1,962,157	1,962,157
OH	Canton-Akron-Cleveland Commuter Rail Project	0	2,452,697	2,452,697
OH	Cleveland-Berea Red Line Extension	992,550	0	992,550
OH	Cleveland-Euclid Corridor Improvement Project	0	981,079	981,079
OH	Dayton-Light Rail Study	0	981,079	981,079
OR	Portland-Wilsonville to Washington County Connection to Westside	0	490,539	490,539
PA	Harrisburg-Capital Area Transit Corridor 1 Commuter Rail	992,550	490,539	1,483,089
PA	Philadelphia-Reading SEPTA Schuylkill Valley Metro Project	2,977,660	3,924,315	6,901,975
PA	Philadelphia-SEPTA Cross County Metro	752,550	981,079	1,733,629
PA	Pittsburgh-North Shore- Central Business District Corridor	992,550	9,810,787	10,803,337
PA	Pittsburgh-Stage II Light Rail Project	3,970,210	7,848,630	11,818,840
PR	Tren Urbano	0	31,394,519	31,394,519
TN	Knoxville- Memphis Commuter Rail Feasibility Study	808,830	0	808,830
TN	Memphis-Medical Center Rail Extension Project	2,183,615	2,452,697	4,636,312
TN	Nashville-Commuter Rail Project	680,550	981,079	1,661,629
TX	Galveston-Rail Trolley Extension Project	0	1,471,618	1,471,618
TX	Houston-Advanced Transit Program	0	2,943,236	2,943,236
UT	Salt Lake City-Olympic Transportation Infrastructure Investments	0	9,810,787	9,810,787
VA	Dulles Corridor Project	16,873,400	24,526,968	41,400,368
VA	Norfolk-Virginia Beach Corridor Project	0	981,079	981,079
VA	VRE-Woodbridge Station Improvements Project	0	2,158,373	2,158,373
VT	Burlington-Essex-Commuter Rail Project	1,985,100	0	1,985,100
WA	King County-Elliott Bay Water Taxi	248,140	0	248,140
WA	Seattle-Puget Sound RTA Sounder Com. Rail Proj.	0	4,905,394	4,905,394
WA	Spokane-South Valley Corridor Light Rail Project	992,550	1,962,157	2,954,707
WI	Kenosha-Racine-Milwaukee Commuter Rail Project	0	981,079	981,079
WV	Morgantown Fixed Guideway Modernization Project	3,970,210	0	3,970,210
	TOTAL UNOBLIGATED ALLOCATION	$140,655,186	$312,281,142	$448,966,118

Fiscal Year 1997 Allocations and 1998 Allocations Extended in Conference Report 106-490

CO	*Roaring Fork Valley rail project*	*$793,530*
MS	*Jackson, Mississippi intermodal corridor*	*2,990,300*
TX	*Galveston, Texas rail trolley system project*	*1,460,730*
VA	*Virginia Railway Express-- Woodbridge station improvement project*	*2,279,069*
VT	*Burlington--Essex, Vermont commuter rail*	*2,883,828*
	Total Extended Allocations	*$10,407,457* a/

*** The table was revised to remove the Charleston, South Carolina Monobeam Corridor Project. Section 331 of the FY 2000 DOT Appropriations Act specifies that funds made available under this Act, and any prior year unobligated funds for this project shall be transferred and administered under the Transit Planning and Research account.*

a/ Period of availability for funds extended in FY 2001 Appropriations Act is one additional year and they will lapse September 30, 2001. Projects extended in Conference Report 106-490 whose funds were obligated as of September 30, 2000 are not listed.

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

(Unless noted otherwise, project funding was made available under the 2001 DOT Appropriations Act. Adjustments made for the .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act.)

FY 2001 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION	
AK	Alaska State Fair park and ride and passenger shuttle system	990,315	
AK	Denali Depot intermodal facility	2,970,945	
AK	Fairbanks Bus/Rail Intermodal Facility	3,069,976	
AK	Fairbanks parking garage and intermodal center	1,089,346	
AK	Homer Alaska Maritime Wildlife Refuge intermodal and welcome center	841,768	
AK	Port McKenzie intermodal facilities	7,427,361	
AK	Ship Creek pedestrian and bus facilities and intermodal center/parking garage	4,951,574	
AL	*Alabama A&M University buses and bus facilities*	*498,900*	a/
AL	Alabama State Docks intermodal passenger and freight facility	990,315	
AL	Birmingham-Jefferson County Transit Authority buses and bus facilities	990,315	
AL	Dothan--Wiregrass Transit Authority buses and bus facilities	742,736	
AL	Huntsville Space and Rocket Center intermodal center	1,980,630	
AL	Huntsville, intermodal facility	495,157	
AL	Huntsville International Airport intermodal center	4,951,574	
AL	Lanett, vans	247,579	
AL	Mobile Waterfront Terminal	4,951,574	
AL	Montgomery - Moulton Street Intermodal Facility	2,970,945	
AL	Montgomery, civil rights trail trolleys	247,579	
AL	Shelby County, vans	198,063	
AL	Statewide, bus and bus facilities	1,435,956	
AL	Lamar County vans	49,516	
AL	Tuscaloosa interdisciplinary science building parking and intermodal facility	9,407,991	
AL	University of Alabama Birmingham fuel cell buses	1,980,630	
AL	University of North Alabama, bus and bus facilities	1,980,630	
AL	University of South Alabama, buses and bus facilities	2,475,787	
AR	Central Arkansas Transit Authority, bus and bus facilities	1,044,782	
AR	Hot Springs - national park intermodal parking facility	495,157	
AR	Nevada County, vans and mini-vans	89,128	
AR	Pine Bluff, buses	287,192	
AR	River Market and College Station Livable Communities Program	1,089,346	
AR	State of Arkansas, small rural and elderly and handicapped transit buses and bus facilities	2,970,945	
AZ	Mesa bus maintenance facility - Regional Public Transportation Authority	1,980,630	
AZ	Phoenix, bus and bus facilities	4,456,416	
AZ	South Central Avenue transit center	1,980,630	
AZ	Tucson intermodal transportation center at Union Pacific Depot	2,970,945	
AZ	Tucson, bus and bus facilities	990,315	
CA	AC Transit zero-emissions fuel cell bus deployment demonstration project	990,315	
CA	Alameda Contra Costa Transit District, buses and bus facilities	495,157	
CA	Anaheim, buses and bus facilities	247,579	
CA	Brea, buses	148,547	
CA	Calabasas, buses	495,157	
CA	Contra Costa Transit Authority (County Connection), buses	495,157	
CA	City of Livermore, park and ride facility	495,157	
CA	Commerce, buses	990,315	
CA	Compton, buses and bus-related equipment	247,579	
CA	Culver City, buses	742,736	
CA	Davis, buses	990,315	
CA	El Dorado, buses	495,157	
CA	El Segundo, Douglas Street gap closure and intermodal facility	2,079,661	
CA	Folsom, transit stations	1,485,472	
CA	Foothill Transit, buses and bus facilities	2,475,787	
CA	Fresno, intermodal facilities	495,157	
CA	Humboldt County, buses and bus facilities	495,157	
CA	Los Angeles County Metropolitan Transportation Authority, buses	4,456,416	
CA	Marin County, bus facilities	901,186	
CA	Modesto, bus facility	247,579	
CA	Monrovia, electric shuttles	574,383	
CA	Monterey Salinas Transit Authority, buses and bus facilities	495,157	

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

(Unless noted otherwise, project funding was made available under the 2001 DOT Appropriations Act. Adjustments made for the .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act.)

FY 2001 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
CA	Municipal Transit Operators Coalition, buses	1,980,630
CA	Oceanside, intermodal facility	1,980,630
CA	Placer County, buses and bus facilities	495,157
CA	Playa Vista, shuttle buses and bus-related equipment and facilities	2,970,945
CA	Redlands, trolley project	792,252
CA	Rialto, intermodal facility	544,673
CA	Riverside County, buses	495,157
CA	Sacramento, buses and bus facilities	990,315
CA	San Bernardino, intermodal facility	1,584,503
CA	San Bernardino, train station	594,189
CA	San Diego, East Village station improvement plan	990,315
CA	San Francisco, MUNI buses and bus facilities	1,980,630
CA	Santa Barbara County, mini-buses	237,676
CA	Santa Clara Valley Transportation Authority, buses	495,157
CA	Santa Clarita, maintenance facility	1,980,630
CA	Santa Cruz, buses and bus facilities	1,534,988
CA	Sonoma County, buses and bus facilities	990,315
CA	Sunline transit agency, buses	990,315
CA	Temecula, bus shelters	198,063
CA	Vista, bus center	297,094
CO	Statewide bus and bus facilities	9,903,148
CT	Bridgeport, intermodal center	4,951,574
CT	Hartford/New Britain busway	742,736
CT	New Haven, trolley cars and related equipment	990,315
CT	New London, parade project transit improvements	1,980,630
CT	Norwich bus terminal and pedestrian access	990,315
CT	Waterbury, bus garage	990,315
DC	Georgetown University fuel cell bus program	4,803,027
DE	Statewide bus and bus facilities	3,466,102
FL	Statewide bus and bus facilities (including Tallahassee)	15,349,848
GA	Atlanta, buses and bus facilities	1,980,630
GA	Chatham, buses and bus facilities	1,980,630
GA	Cobb County, buses	1,237,894
GA	Georgia Regional Transit Authority, buses and bus facilities	2,970,945
HI	Honolulu bus and bus facility improvements	5,941,889
IA	Ames maintenance facility	1,188,378
IA	Cedar Rapids intermodal facility	1,188,378
IA	Clinton facility expansion	495,157
IA	Des Moines park and ride	693,221
IA	Dubuque, buses and bus facilities	554,576
IA	Iowa City intermodal facility	1,188,378
IA	Mason City, bus facility	896,235
IA	Sioux City multimodal ground transportation center	1,980,630
IA	Sioux City Trolley system	693,221
IA	Statewide, bus and bus facilities	2,475,787
IA	Waterloo, buses and bus facilities	531,799
ID	Statewide, bus and bus facilities	3,466,102
IL	Harvey, intermodal facilities and related equipment	247,579
IL	Statewide, bus and bus facilities	5,941,889
IN	Evansville, buses and bus facilities	1,485,472
IN	Gary - Adam Benjamin intermodal center	792,252
IN	Greater Lafayette Public Corporation -- Wabash Landing buses and bus facilities	1,485,472
IN	Indianapolis, buses and bus-related equipment	2,475,787
IN	South Bend, buses	2,970,945
IN	West Lafayette, buses and bus facilities	2,079,661

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

(Unless noted otherwise, project funding was made available under the 2001 DOT Appropriations Act. Adjustments made for the .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act.)

FY 2001 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
KS	Johnson County, buses	247,579
KS	Kansas City, buses	1,980,630
KS	Kansas City, JOBLINKS	247,579
KS	Kansas Department of Transportation, rural transit buses	2,970,945
KS	Lawrence bus and bus facilities	495,157
KS	Topeka, transit facility	594,189
KS	Wichita, buses and ITS related equipment	2,970,945
KS	Wyandotte County, buses	247,579
KY	Audubon Area Community Action	188,160
KY	Bluegrass Community Action, buses and bus-related equipment	158,451
KY	Central Community Action	99,032
KY	Community Action of Southern Kentucky	99,032
KY	Fulton County, vans and buses	138,644
KY	Hardin County, buses	297,094
KY	Kentucky Department of Transportation	243,221
KY	City of Frankfort- minibuses	87,148
KY	Community Action of Fayette/Lexington for cutaways and lifts	63,380
KY	Lexington Red Cross for minibuses	101,408
KY	Kentucky (southern and eastern) transit vehicles	2,970,945
KY	Lexington, LexTran, buses and bus facilities	3,466,102
KY	Louisville, bus and bus facilities	2,970,945
KY	Maysville, bus-related equipment	63,380
KY	Morehead, buses and bus-related equipment	38,622
KY	Murray/Calloway County, buses and bus related equipment	59,419
KY	Northern Kentucky Transit Agency, vans	41,593
KY	Paducah Transit Authority, bus and bus facilities	1,980,630
KY	Pennyrile, vans and related equipment	198,063
KY	Pikeville, transit facility	1,980,630
LA	Lafayette multi-modal facility	1,237,894
LA	Plaquemines Parish ferry	990,315
LA	St. Bernard Parish intermodal facilities	1,237,894
LA	Statewide bus and bus facilities	1,000
LA	Alexandria buses and vans	38,615
LA	Baton Rouge buses and bus equipment	49,516
LA	Jefferson Parish buses and bus related facilities	19,806
LA	Lafayette buses and bus related facilities	297,094
LA	Louisiana Department of Transportation and Development vans	133,692
LA	Monroe buses and bus related facilities	133,692
LA	New Orleans bus lease-maintenance	1,495,375
LA	Shreveport buses	292,143
LA	St. Tammany Parish park and ride	14,854
MA	Attleboro, intermodal facilities	990,315
MA	Berkshire, buses and bus facilities	990,315
MA	Beverly and Salem, intermodal station improvements	594,189
MA	Brockton, intermodal center	990,315
MA	Lowell, transit hub	1,237,894
MA	Merrimack Valley Regional Transit Authority, bus facility	495,157
MA	Montachusett, bus facilities, Leominster	247,579
MA	Montachusett, intermodal facility, Fitchburg	1,361,683
MA	Pioneer Valley, paratransit vehicles and equipment	990,315
MA	Springfield, intermodal facility	495,157
MA	Woburn, buses and bus facilities	247,579
ME	Bangor intermodal transportation center	1,485,472
ME	Statewide, bus, bus facilities and ferries	3,961,259
MD	Statewide bus and bus facilities	7,922,518
MI	Detroit, buses and bus facilities	2,970,945
MI	Flint, buses and bus facilities	495,157

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

(Unless noted otherwise, project funding was made available under the 2001 DOT Appropriations Act. Adjustments made for the .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act.)

FY 2001 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
MI	Lapeer, multi-modal transportation facility	49,516
MI	SMART community transit, buses and paratransit vehicles	4,085,048
MI	Statewide, buses and bus facilities	10,893,463
MI	Traverse City, transfer station	990,315
MN	Greater Minnesota buses and bus facilities	1,237,894
MN	Metro Transit, buses and bus facilities	13,369,250
MN	St. Cloud, buses and bus facilities	2,104,419
MO	Bi-State Development Agency, buses	2,970,945
MO	Dunklin, Mississippi, Scott, Ripley, Stoddard and Cape Giradeau counties, buses and bus facilities	990,315
MO	Excelsior Springs bus replacement	198,063
MO	Jefferson City van and equipment purchase	247,579
MO	Kansas City, buses and bus facilities	1,287,409
MO	OATS buses and vans	1,980,630
MO	Southeast Missouri Transportation Service bus and bus facilities	990,315
MO	Southwest Missouri State University, intermodal facility	990,315
MO	St. Joseph bus replacement	990,315
MO	State of Missouri bus and bus facilities	2,970,945
MS	Brookhaven multimodal transportation center	990,315
MS	Coast Transit Authority multimodal facility and shuttle service	2,970,945
MS	Harrison County, multimodal center	1,485,472
MS	Jackson, buses	990,315
MS	Picayune multimodal center	643,705
MS	State of Mississippi rural transit vehicles and regional transit centers	2,970,945
MT	Billings buses and intermodal facility	3,961,259
MT	Blackfoot Indian Reservation bus facility	495,157
MT	Great Falls Transit district buses and bus facilities	990,315
MT	Missoula Ravalli Transportation Management Association buses	742,736
NC	Statewide bus and bus facilities	8,417,675
ND	Statewide bus and bus facilities	2,475,787
NE	Missouri River pedestrian crossing - Omaha	3,961,259
NJ	Elizabeth Ferry Project	495,157
NJ	New Jersey Transit alternative fuel buses	3,961,259
NJ	Newark Arena bus improvements	3,961,259
NJ	Trenton, train/intermodal station	4,951,574
NM	Albuquerque automatic vehicle monitoring system (SOLAR)	1,980,630
NM	Albuquerque bus replacement	1,237,894
NM	Albuquerque, transit facility	4,951,574
NM	Angel Fire bus and bus Facilities	742,736
NM	Carlsbad, intermodal facilities	623,898
NM	Clovis, buses and bus facility	1,609,262
NM	Las Cruces, buses	495,157
NM	Santa Fe buses and bus facilities	1,980,630
NM	Valencia County, transportation station improvements	1,237,894
NV	Clark County bus passenger intermodal facility - Henderson	1,980,630
NV	Clark County, bus rapid transit	3,466,102
NV	Lake Tahoe CNG buses and fleet conversion	1,980,630
NV	Reno and Sparks, buses and bus facilities	990,315
NV	Washoe County buses and bus facilities	2,970,945
NY	Buffalo, buses	1,980,630
NY	Buffalo, intermodal facility	495,157
NY	Eastchester, Metro North facilities	247,579
NY	Greenport and Sag Harbor, ferries and vans	59,419
NY	Highbridge pedestrian walkway	99,032
NY	Jamaica, intermodal facilities	247,579

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

(Unless noted otherwise, project funding was made available under the 2001 DOT Appropriations Act. Adjustments made for the .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act.)

FY 2001 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
NY	Larchmont, intermodal facility	990,315
NY	Long Beach, bus maintenance facility	742,736
NY	Midtown West intermodal ferry terminal	6,932,204
NY	Nassau County, bus and bus facilities	1,881,598
NY	Nassau County, Medical Center and its community health centers	396,126
NY	New Rochelle, intermodal transportation center	990,315
NY	Oneida County, buses	990,315
NY	Rensselaer County, intermodal facility	495,157
NY	Rochester, buses and bus facilities	1,980,630
NY	Saratoga County, buses	643,705
NY	Suffolk County, senior and handicapped vans	495,157
NY	Sullivan County, buses, bus facilities, and related equipment	1,237,894
NY	Syracuse, buses	3,144,249
NY	Tompkins County, intermodal facility	618,946
NY	Westchester County, buses	990,315
NY	Westchester and Duchess counties, vans	198,063
OH	Cincinnati - intermodal improvements	990,315
OH	Cincinnati Riverfront Transit Center	2,970,945
OH	Columbus Near East transit center	990,315
OH	Dayton - Second and Main Multimodal Transportation Center	618,946
OH	Statewide bus and bus facilities	13,864,400
OK	Metropolitan Tulsa Transit Authority pedestrian and streetscape improvements	2,475,787
OK	Oklahoma City bus transfer center	2,475,787
OK	Statewide bus and bus facilities	3,961,259
OR	Albany bus purchase - Linn-Benton transit system	198,063
OR	Basin Transit System buses	158,451
OR	Columbia County ADA buses	108,935
OR	Coos County buses	69,322
OR	Corvallis Transit System operations facility	257,482
OR	Hood River County bus and bus facility	237,676
OR	Lakeview buses	49,516
OR	Lane Transit District buses and bus facility	990,315
OR	Philomath buses	39,613
OR	Redmond, buses and vans	49,516
OR	Rogue Valley buses	950,702
OR	Salem Area Transit District buses	1,485,472
OR	Sandy buses	217,870
OR	South Clackamas Transportation District bus	89,128
OR	South Corridor Transit Center and park and ride facilities in Clackamas County	1,485,472
OR	Sunset Empire Transit District improvements to Clatsop County Intermodal Facility	792,252
OR	Tillamook County District transit facilities	158,451
OR	Union County bus	43,574
OR	Wasco County buses	95,070
PA	Allegheny County, buses	247,579
PA	Altoona bus testing facility	2,970,945
PA	Area Transit Authority, ITS related activities	1,782,567
PA	Beaver County, buses	990,315
PA	Berks County, buses and bus facilities	990,315
PA	Bethlehem intermodal facility	1,485,472
PA	Bradford County, buses and bus facilities	990,315
PA	Bucks County, intermodal facility improvements	1,237,894
PA	Cambria County Transit Authority, maintenance facilities	742,736
PA	Centre Area Transportation Authority, buses	1,584,503
PA	Fayette County, maintenance facilities	495,157
PA	Indiana, maintenance facilities	346,610
PA	Lancaster, buses	990,315
PA	Lycoming County, buses and bus facilities	1,980,630
PA	Mid County Transit Authority, buses	133,692
PA	Mid Mon Valley Transit Authority, buses	247,579

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

(Unless noted otherwise, project funding was made available under the 2001 DOT Appropriations Act. Adjustments made for the .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act.)

FY 2001 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
PA	Monroe County, buses and bus facilities	990,315
PA	Philadelphia - Frankford Transportation Center	3,466,102
PA	Philadelphia, Callowhill bus garage	247,579
PA	Phoenixville, transit related improvements	1,237,894
PA	Somerset County, ITS related equipment	99,032
PA	Westmoreland County, buses and related equipment	237,676
PA	Wilkes-Barre intermodal transportation center	990,315
RI	Statewide, buses and bus facilities	3,961,259
SC	Statewide, buses and bus facilities	6,610,351
TN	Southern Coalition for Advanced Transportation, buses	1,980,630
TN	Statewide, buses and bus facilities	3,961,259
TX	Austin, buses	495,157
TX	Brazos Transit District, buses	495,157
TX	Corpus Christi, buses and bus facilities	990,315
TX	Dallas, buses	1,980,630
TX	El Paso, buses	990,315
TX	Fort Worth, intermodal transportation center	3,466,102
TX	Forth Worth, buses and bus facilities	2,970,945
TX	Galveston, buses and bus facilities	247,579
TX	Harris County, buses and bus facilities	1,980,630
TX	Houston Metro, Main Street Transit Corridor improvements	990,315
TX	Lubbock, buses and bus facilities	990,315
TX	Texas Rural Transit Vehicle Fleet Replacement Program	3,961,259
TX	Waco, maintenance facility	1,634,019
UT	Statewide Olympic bus and bus facilities	9,903,148
VA	Statewide bus and bus facilities	
VA	Charlottesville bus and bus facilities	978,045
VA	City of Richmond bus and bus facilities	1,956,090
VA	Danville bus replacement	56,727
VA	Fair Lakes League	489,023
VA	Fairfax County Transportation Association of Greater Springfield	489,023
VA	Falls Church Bus Rapid Transit terminus	978,045
VA	Farmville bus and bus facilities	97,804
VA	Hampton Roads bus and bus facilities	2,445,113
VA	Jamestown/Yorktown and Williamsburg CNG bus	1,467,067
VA	Loudoun Transit multi-modal facility	1,467,067
VA	Lynchburg bus and bus facility	1,467,067
VA	Prince William County fleet replacement	2,934,135
VA	Springfield station improvements	489,023
VT	Burlington multimodal transportation center	1,485,472
VT	Bellows Falls Multimodal	1,485,472
VT	Brattleboro multimodal center	2,475,787
VT	Central Vermont Transit Authority buses and bus facilities	1,485,472
VT	Chittenden County transportation authority, buses	990,315
VT	Vermont Statewide paratransit	1,485,472
WA	Clallam County, transportation center	495,157
WA	Clark County, intermodal facilities	990,315
WA	Ephrata, buses	435,738
WA	Everett, buses	1,485,472
WA	King County Metro Eastgate Park and Ride	2,970,945
WA	King County Metro transit bus and bus facilities	1,980,630
WA	Renton/Port Quendall transit project	495,157
WA	Richland, bus maintenance facility	990,315
WA	Snohomish County, buses and bus facilities	990,315
WA	Sound Transit, regional express buses	1,980,630
WA	Statewide combined small transit system request - bus and bus facilities	1,237,894

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

(Unless noted otherwise, project funding was made available under the 2001 DOT Appropriations Act. Adjustments made for the .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act.)

FY 2001 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
WA	Thurston County, bus-related equipment	1,237,894
WI	Statewide bus and bus facilities	13,864,407
WV	Statewide buses and bus facilities	1,980,630
WY	Cheyenne transit and operation facility	911,089
	TOTAL ALLOCATION	$574,090,217

a/ Funding for project made available under the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554.

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
FY 1999 Unobligated Allocations		
AK	Anchorage	$4,267,750
AK	Fairbanks	1,985,000
AK	North Slope Borough	496,250
AK	Whittier	694,750
AL	Birmingham-Jefferson County	899,853
AL	Huntsville	992,500
AL	Pritchard	496,250
AL	Tuscaloosa	1,935,375
CA	Folsom	992,500
CA	Healdsburg	992,500
CA	Humboldt	992,500
CA	Lake Tahoe	496,250
CA	Los Angeles	2,481,250
CA	Morango Basin	645,125
CA	Riverside Transit Agency	992,500
CA	Sacramento	1,240,625
CA	San Diego	992,500
CA	San Fernando Valley	297,750
CA	San Joaquin (Stockton)	992,500
CA	Santa Rosa/Cotati	744,375
CA	Ukiah	496,250
CA	Windsor	744,375
CA	Woodland Hills	322,563
CA	Yolo County	1,191,000
CO	Colorado	100
CO	Denver	1,240,625
CT	Hartford	794,000
CT	Norwich	2,233,125
DC	Washington, D.C.	136,964
DC	Washington, D.C.	2,481,250
FL	Miami Beach	744,375
FL	Miami Beach	992,500
FL	Tampa	1,240,625
GA	Savannah/Chatham Area Transit	3,473,750
IA	Fort Dodge	878,363
IN	Gary	310,157
IN	South Bend	1,240,625
LA	Louisiana Statewide	
LA	Jefferson Parish	347,375
LA	State infrastructure bank, transit account	347,375
LA	St. Tammany Parish	99,250
MA	Essex and Middlesex	208,000
MA	New Bedford/Fall River	248,125
MA	Pittsfield	4,565,500
MD	Maryland statewide	243,590
MN	Duluth Transit Authority	11,406
MN	Twin Cities Area Metro Tranist	3,583,984
MO	St. Louis	1,240,625
MS	Harrison County	1,885,750
MS	High Street, Jackson	1,003,904

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
MS	Jackson	660,550
MT	Butte	560,150
NC	Statewide	4,400,500
ND	Statewide	339,158
NH	Statewide	632,177
NM	Albuquerque	3,721,875
NM	Northern New Mexico	1,985,000
NV	Washoe County	25,661
NY	Buffalo	2,977,500
NY	Buffalo	1,488,750
NY	Ithaca	1,240,625
NY	Mineola/Hicksville	1,240,625
NY	New York City	1,488,750
NY	Niagara Frontier Transportation Authority	496,250
NY	Rome	397,000
NY	Ulster County	992,500
NY	Utica	2,084,250
OR	Lane County	4,367,000
OR	Rogue Valley Transit District	992,500
OR	Salem Area Mass Transit System	992,500
OR	Wilsonville	397,000
PA	Chambersburg Transit Authority	297,750
PA	Chambersburg Transit Authority	992,500
PA	Fayette County	225,475
PA	Monroe County Transportation Authority	992,500
PA	Philadelphia	1,240,625
PA	Philadelphia	744,375
PA	Red Rose	992,500
PA	Robinson Towne Center	1,488,750
PA	Somerset County	173,688
PA	Towamencin Township	1,488,750
PA	Washington County	625,275
PA	Westmoreland County	198,500
PA	Wilkes-Barre	1,240,625
SC	Pee Dee	901,801
SD	South Dakota	794,000
SD	South Dakota	2,606,842
TX	Brazos Transit Authority	1,166,350
TX	Galveston	215,846
VA	Alexandria	992,500
VA	Alexandria	1,091,750
VA	Lynchburg	128,802
VA	Richmond	1,240,625
VA	Statewide	1,515,200
VA	Stringfellow Road/Interstate 66	992,500
VT	Brattleboro	2,481,250
VT	Burlington	992,500
WA	Anacortes	496,250
WA	Bremerton	992,500
WA	Mount Vernon	1,736,875
WA	Port Angeles center	992,500
WA	Seattle	1,240,625
WA	Vancouver Clark County (C-Tran)	992,500

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
WI	Wisconsin statewide	1,987,082
WI	Appleton, Green Bay, Shawano, Menominee Tribe and Oneida Tribe	2,059,438
WI	LaCrosse, Onalaska, Prairie Du Chien, Rice Lake, Viroqua and Ho Chuck Nation	992,500
WI	Ashland, Chippewa Falls, Eau Claire, Ladysmith, Marshfield, Rhinelander, Rusk County	297,750
	Subtotal FY 1999 Unobligated Allocations	*$125,023,252*
FY 2000 Unobligated Allocations		
AK	Anchorage	$2,471,750
AK	Anchorage	4,414,928
AK	Fairbanks	1,962,190
AK	Juneau	1,471,643
AK	North Star Borough-Fairbanks	2,943,286
AK	Wasilla	981,096
AK	Whittier	1,133,165
AL	Birmingham-Jefferson County	1,226,369
AL	Dothan Wiregrass	484,926
AL	Wilcox County	98,110
AL	Huntsville	1,226,369
AL	Huntsville	3,433,833
AL	Jefferson	196,219
AL	Mobile	4,905,476
AL	Montgomery	3,433,833
AR	Arkansas Highway and Transit Department	1,962,190
AR	Arkansas State	452,876
AR	Fayetteville	490,547
AR	Hot Springs	981,096
AR	Hot Springs	549,413
AR	Little Rock	294,329
CA	Bell	196,219
CA	California Mountain Area Regional Transit Authority	78,487
CA	Commerce	353,194
CA	Contra Costa County Connection	245,274
CA	Cudahy	117,731
CA	Healdsburg	981,096
CA	I-5 Corridor	1,226,369
CA	Lodi	833,931
CA	Los Angeles County	92,736
CA	Los Angeles	2,207,464
CA	Maywood	117,731
CA	Monterey, Monterey-Salinas	613,185
CA	Redlands	784,876
CA	Sacramento	1,226,369
CA	San Bernardino Valley	981,096
CA	San Bernardino	2,943,286
CA	Santa Barbara	1,716,916
CA	Santa Clarita	1,967,894
CA	Santa Cruz	1,721,822
CA	Santa Maria Valley/Santa Barbara County	235,463

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
CA	Westminster	147,164
CA	Windsor	735,821
CA	Woodland Hills	613,185
CO	Colorado State	2,662,629
CO	Denver	1,226,369
CT	Norwich	2,207,464
DC	Washington, D.C.	123,716
DC	Washington, D.C.	2,452,738
FL	Jacksonville	981,096
FL	Miami Beach	735,821
FL	Tampa	490,547
GA	Chatham	3,433,833
GA	Georgia Regional Transportation Authority	1,962,190
GA	Georgia Statewide	2,698,012
HI	Hawaii	2,207,464
IA	Cedar	3,276,857
IA	Clinton	490,547
IA	Fort Dodge	868,269
IA	Iowa City	1,471,643
IA	Iowa Statewide	526,308
IA	Mason City	156,976
IL	East Moline	637,712
IL	Illinois Statewide	866,492
IN	Gary	306,593
IN	Indianapolis	4,905,476
IN	South Bend	1,226,369
KS	Girard	686,767
KS	Girard	470,926
KS	Kansas	1,471,643
KS	Topeka	588,657
KS	Wichita	2,452,738
KY	Lexington	981,096
LA	Baton Rouge	294,329
LA	Jefferson Parish	44,149
LA	Lafayette	147,164
LA	Monroe	284,518
LA	New Orleans	3,237,614
LA	St Tammany Parish	58,866
MA	Attleboro	490,547
MA	Greenfield Montague	490,547
MA	Merrimack Valley	458,662
MA	Montachusett	1,226,369
MA	Pittsfield	3,531,943
MA	Springfield	1,226,369
MA	Swampscott	63,772
MA	Westfield	490,547
MD	Maryland Statewide	11,282,593
MI	Detroit	3,888,080
MI	Michigan Statewide	22,074,625
MN	Duluth	981,096
MN	Duluth	490,547
MN	Duluth	490,547
MN	Greater Minnesota transit authorities	426,547

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
MN	Northstar Corridor	9,810,950
MN	Twin Cities	11,541,175
MO	Franklin County	96,219
MO	Jackson County	291,347
MO	Missouri Statewide	20,000
MO	OATS Transit	1,013,693
MO	Southeast Missouri	1,074,369
MO	Southwest Missouri	981,096
MO	St. Louis	1,226,369
MS	Harrison County	2,943,286
MS	Jackson	981,096
MS	North Delta planning and development district	1,177,314
NC	Greensboro	3,275,877
NC	Greensboro	1,471,643
NC	North Carolina Statewide	2,444,889
ND	North Dakota Statewide	404,899
NH	New Hampshire Statewide	2,943,286
NJ	New Jersey Transit	4,905,476
NJ	New Jersey Transit	1,716,916
NJ	Newark	1,618,807
NJ	Newark	1,226,369
NJ	South Amboy	1,226,369
NM	Las Cruces	735,821
NM	Northern New Mexico	2,698,012
NV	Lake Tahoe	686,767
NV	Washoe County	2,207,464
NY	Buffalo	1,962,190
NY	Dutchess County	150
NY	Ithaca	1,103,732
NY	Ithaca	1,226,369
NY	Long Island	1,226,369
NY	New York	981,096
NY	Putnam County	461,115
NY	Rensselaer	1,199,753
NY	Rochester	981,096
NY	Syracuse	2,943,286
NY	Utica	2,060,300
OH	Cleveland	613,185
OK	Oklahoma Statewide	636,726
OR	Lane County	4,316,819
OR	Lincoln County	245,274
OR	Portland	637,712
OR	Salem	490,547
OR	Sandy	98,110
OR	South Metro Area Rapid Transit (SMART)	196,219
OR	Sunset Empire Transit District	294,329
PA	Altoona	2,943,286
PA	Altoona	826,082
PA	Bethlehem	981,096
PA	Chester County	981,096
PA	Fayette County	1,245,991
PA	Lackawanna County	588,657
PA	Philadelphia	1,226,369

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
PA	Robinson	1,471,643
PA	Somerset County	171,691
PA	Towamencin Township	1,471,643
PA	Washington County	618,089
PA	Westmoreland County	196,219
PA	Wilkes-Barre	1,226,369
SC	Central Midlands COG	769,210
SC	Charleston	1,864,081
SC	Clemson	539,602
SC	Greenville	490,547
SC	Pee Dee	882,986
SC	Santee-Wateree	392,438
SC	South Carolina Statewide Virtual Transit Enterprise	1,196,936
SC	Spartanburg	588,657
SD	South Dakota Statewide	1,471,643
TN	Southern Coalition for Advanced Transportation (SCAT)	2,943,294
TX	Beaumont	981,096
TX	El Paso	981,096
TX	Galveston	981,096
TX	Texas Statewide	4,905,476
UT	Salt Lake City Olympics	2,035,818
UT	Salt Lake City Olympics	2,452,738
UT	Salt Lake City Olympics	490,547
VA	Alexandria	981,096
VA	Alexandria	981,096
VA	Dulles	1,962,190
VA	Fair Lakes League	196,219
VA	Richmond	1,226,369
VT	Burlington	2,648,957
VT	Essex Junction	490,547
VT	Killington-Sherburne	245,274
WA	Bremerton	735,821
WA	Grant County	490,547
WA	Grays Harbor County	1,226,369
WA	King Country	1,962,190
WA	King County	1,471,643
WA	King County	1,324,478
WA	Mount Vernon	1,316,916
WA	Pierce County	490,547
WA	Seattle	1,226,369
WA	Sequim	981,096
WA	Spokane	1,471,643
WA	Tacoma	245,274
WA	Vancouver Clark County	981,096
WA	Washington State DOT	1,962,190
WI	Wisconsin Statewide	13,980,605
WV	Parkersburg	4,414,928
WV	West Virginia Statewide	573,038
	Subtotal FY 2000 Unobligated Allocations	*$311,393,208*
	TOTAL UNOBLIGATED ALLOCATION	$436,416,460

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
Fiscal Years 1997 and 1998 Allocations Extended in Conference Report 106-490		
CA	*Lake Tahoe, intermodal transit center*	*$977,196*
CA	*Rialto, Metro Link depot*	*1,074,916*
CA	*San Joaquin, buses and bus facilities*	*1,954,393*
PA	*Wilkes Barre, mobility project*	*1,465,794*
VT	*Burlington, multimodal center*	*1,465,794*
	Total Extended Allocations	*$6,938,093* a/

a/ Period of availability for remaining unobligated funds extended one additional year and will lapse September 30, 2001. Projects extended in Conference Report 106-490 whose funds were obligated as of September 30, 2000 are not listed.

FEDERAL TRANSIT ADMINISTRATION

TABLE 10 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 JOB ACCESS AND REVERSE COMMUTE PROGRAM ALLOCATIONS

STATE	PROJECT AND DESCRIPTION	REVISED ALLOCATION
AK	Central Kenai Peninsula public transportation	$498,900
AK	Mantanuska-Susitna borough, M.A.S.C.O.T, Alaska	59,868
AK	Sitka, Alaska transit expansion program	399,120
AL	Easter Seals West Alabama work transition programs	848,130
AL	Mobile, Alabama	249,450
AL	State of Alabama	1,496,700
AL	Troy State University, Alabama -- Rosa Parks Center	1,995,600
AR	State of Arkansas	3,991,200
AZ	Tucson, Arizona	997,800
CA	Alameda and Contra-Costa counties, California	$498,900
CA	Fresno, Tulare, Kings and Kern Counties, California	2,993,400
CA	Los Angeles, California	3,492,300
CA	Monterey, California	149,670
CA	Sacramento, California	997,800
CA	San Francisco, California	274,395
CA	Santa Clara County, California	498,900
CO	Archuleta County, Colorado	74,835
DC	District of Columbia	997,800
FL	Broward County, Florida	1,995,600
FL	Hillsborough County, Florida	598,680
GA	Chatham, Georgia	498,900
IA	Des Moines, Dubuque, Sioux City, Delaware and Jackson Counties, Iowa	1,596,480
IL	Chicago, Illinois	997,800
IL	DuPage County, Illinois	498,900
IL	Southern Illinois RIDES	149,670
IL	State of Illinois	997,800
IN	Indianapolis, Indiana	997,800
KS	Kansas City, Kansas	997,800
MA	Athol / Orange community transportation, Massachusetts	399,120
MA	Western Massachusetts	349,230
MD	State of Maryland	2,394,720
ME	State of Maine	498,900
ME	York County, Maine	898,020
MI	North Oakland County, Michigan	249,450
MO	Meramec Community Transit programs, Missouri	149,670
MO	OATS job access programs, Missouri	748,350
NH	State of New Hampshire	339,252
NM	Dona Ana County, New Mexico	249,450
NM	Las Cruces, New Mexico	259,428
NM	State of New Mexico	1,995,600
NV	Washoe County, Nevada	997,800
NY	Broome County Transit, New York	249,450
NY	Buffalo, New York	498,900
NY	Capital District Authority, New York	249,450
NY	Nassau County, New York	498,900
NY	Rochester, New York	299,340
NY	Suffolk County, New York	444,021

FEDERAL TRANSIT ADMINISTRATION

TABLE 10 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FY 2001 JOB ACCESS AND REVERSE COMMUTE PROGRAM ALLOCATIONS

STATE	PROJECT AND DESCRIPTION	REVISED ALLOCATION
NY	Sullivan County, New York	199,560
NY	Tompkins County, New York	299,340
NY	Ulster County, New York	199,560
OH	Central Ohio	748,350
OK	State of Oklahoma	4,490,100
OR	Portland, Oregon	1,835,952
PA	Greater Erie Community Action Committee, Pennsylvania	399,120
PA	Pittsburgh Port Authority of Allegheny County, Pennsylvania	1,995,600
PA	SEPTA, Philadelphia, Pennsylvania	2,993,400
RI	Rhode Island community food bank transportation	99,780
RI	Rhode Island Public Transit Authority	997,800
TN	State of Tennessee	1,995,600
TX	Corpus Christi RTA, Texas	548,790
VA	Commonwealth of Virginia	4,490,100
VA	Tysons Corner/Dulles Corridor, Virginia	498,900
VT	State of Vermont	1,496,700
WA	State of Washington	1,995,600
WI	State of Wisconsin	4,689,660
WV	State of West Virginia	1,496,700
----	Ways to Work family loan program, Southeastern U.S.	1,995,600
	TOTAL ALLOCATION	$75,079,461

FEDERAL TRANSIT ADMINISTRATION

TABLE 11

TEA-21 AUTHORIZATION LEVELS (GUARANTEED FUNDING ONLY)

APPROPRIATION / PROGRAM	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	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	456,430,194
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	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	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	$35,999,738,000

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

FEDERAL TRANSIT ADMINISTRATION

TABLE 11A

TEA-21 AUTHORIZATION LEVELS (GUARANTEED AND NONGUARANTEED FUNDING)

APPROPRIATION / PROGRAM	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	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	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	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
TOTAL FUNDING ALL PROGRAMS:	$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

FEDERAL TRANSIT ADMINISTRATION

TABLE 12

FY 2001 APPORTIONMENT FORMULA FOR 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 state's nonurbanized area population
Section 5307:	91.23%	Urbanized Areas (UZA)

UZA Population and Weighting Factors

50,000-199,000 in population :
(Apportioned to Governors)

9.32% of available Section 5307 funds
50% apportioned based on population
50% apportioned based on population x population density

200,000 and greater in population:
(Apportioned to UZAs)

90.68% of available Section 5307 funds
33.29% (Fixed Guideway Tier*)
95.61% (Non-incentive Portion of Tier)
--- at least 0.75% to each UZA with commuter rail and pop. 750,000 or greater
60% - fixed guideway revenue vehicle miles
40% - fixed guideway route miles

4.39% ("Incentive" Portion of Tier)
-- at least 0.75% to each UZA with commuter rail and pop. 750,000 or greater
-- fixed guideway passenger miles x fixed guideway passenger miles/operating cost

66.71% ("Bus" Tier)
90.8% (Non-incentive Portion of Tier)
73.39% for UZAs with population 1,000,000 or greater
50% - bus revenue vehicle miles
25% - population
25% - population x population 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.

FEDERAL TRANSIT ADMINISTRATION

TABLE 13

FY 1998 - 2003 SECTION 5309 FIXED GUIDEWAY MODERNIZATION PROGRAM APPORTIONMENT FORMULA

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; Tier 2(B): 50 percent is allocated 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 database.

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 less than 7 years old in the year of the apportionment will be deleted from the database.

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 database.

FEDERAL TRANSIT ADMINISTRATION

TABLE 14 (REVISED)

(Revised to reflect .22 percent reduction required by the FY 2001 Omnibus Consolidated Appropriations Act, Pub. L. 106-554)

REVISED FISCAL YEAR 2001 FORMULA GRANT APPORTIONMENTS - UNIT VALUES OF DATA

		REVISED APPORTIONMENT UNIT VALUE
Section 5307 Urbanized Area Formula Program - Bus Tier		
Urbanized Areas Over 1,000,000:		
Population		$3.09784333
Population x Density		$0.00079454
Bus Revenue Vehicle Mile		$0.39009438
Urbanized Areas Under 1,000,000:		
Population		$2.79959269
Population x Density		$0.00123293
Bus Revenue Vehicle Mile		$0.47665619
Bus Incentive (PM denotes Passenger Mile):		
Bus PM x Bus PM = Operating Cost		$0.00490633
Section 5307 Urbanized Area Formula Program - Fixed Guideway Tier		
Fixed Guideway Revenue Vehicle Mile		$0.54394821
Fixed Guideway Route Mile		$30,241
Commuter Rail Floor	$6,334,144	
Fixed Guideway Incentive:		
Fixed Guideway PM x Fixed Guideway PM = Operating Cost		$0.00046770
Commuter Rail Incentive Floor	$290,837	
Section 5307 Urbanized Area Formula Program - Areas Under 200,000		
Population		$5.05223507
Population x Density		$0.00252459
Section 5311 Nonurbanized Area Formula Program		
Areas Under 50,000		
Population		$2.23046341

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	$0.03818107	$0.02517433	$0.07067452
Route Mile	$2,122.43	-------	$7,832.52	$2,808.12	$1,851.51	$5,197.93
Other Urbanized Areas:						
Revenue Vehicle Mile	$0.16377360	$0.00579309		$0.12041122	$0.09829487	$0.41391295
Route Mile	$4,772.78	$168.83		$3,444.88	$2,812.15	$11,841.76

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